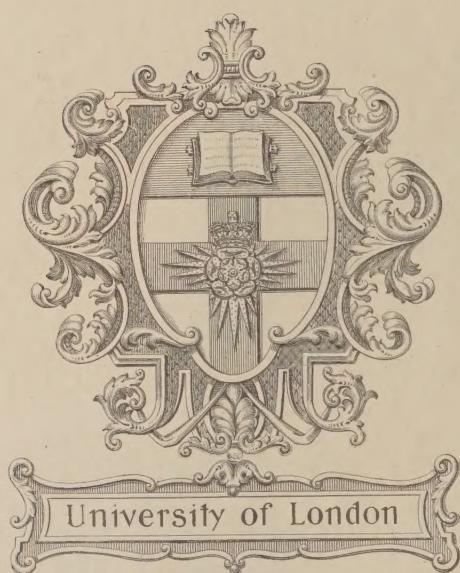
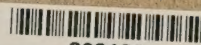






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ACCOUNTS AND PAPERS:

THIRTY-FIVE VOLUMES.

—(2.)—

FINANCE, &c.

POST OFFICE;
PUBLIC DEPARTMENTS; REVENUE; SAVINGS BANKS;
SUPERANNUATIONS; TAXES AND IMPOSTS;
TELEGRAPHS; TREASURY CHEST; WOODS, FORESTS, &c.

Session

19 *November* 1867 — 31 *July* 1868.

VOL. XLI.

ACCOUNTS AND PAPERS:

1867-8.

THIRTY-FIVE VOLUMES:—CONTENTS OF THE SECOND VOLUME.

N. B.—*THE* Figures at the beginning of the line, correspond with the N° at the foot of each Paper; and the Figures at the end of the line, refer to the MS. Paging of the Volumes arranged for *The House of Commons*.

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MAIL SERVICES (ASIA AND AUSTRALASIA).

RETURN to an Order of the Honourable The House of Commons,
dated 26 May 1868;—*for*,

ACCOUNT, “for the Years 1867 and 1868, of the SUMS Collected as
POSTAGE in respect of the MAIL SERVICES Headed ‘ASIA and AUS-
TRALASIA’ in the PACKET SERVICE ESTIMATES; and also of the
Distribution of the same amongst the several Contributories to the
Cost of the Services in question.”

General Post Office, }
6 June 1868. }

JOHN TILLEY,
Secretary

(*Mr. Crawford.*)

Ordered, by The House of Commons, to be Printed,
9 June 1868.

MAIL SERVICES—ASIA AND AUSTRALASIA.

AN ESTIMATED ACCOUNT, for the Year 1867–8, of the SUMS Collected as SEA POSTAGE in respect of the MAIL SERVICES in *Asia* and *Australasia*; and also of the Distribution of the same amongst the several Contributories to the Cost of the Packet Service.

I. SEA POSTAGE COLLECTED.		II. DISTRIBUTION.	
	£.		£.
Estimated amount of Sea Postage collected during the year in respect of Mail Services in Asia (as per annexed Statement) - - -	134,560	(A.) ASIA.	
		To the Government of India -	67,280
		To the Imperial Post Office -	67,280
Estimated amount of Sea Postage collected in Australia during the year in respect of Mail Services in Australia - - - - -	35,874	(B.) AUSTRALASIA.	
		To the Australasian Colonies -	35,874
Estimated amount of Sea Postage collected during the year in the United Kingdom in respect of Mail Services in Australia - -	36,076	To the Imperial Post Office -	36,076
TOTAL - - £.	206,510	TOTAL - - £.	206,510

Note.—The above statement, showing the estimated amount collected as Sea Postage in respect of the Mail Services in Asia and Australasia, during the year ended 31st March 1868, has been prepared in accordance with the Order of the House of Commons, dated the 26th May, as far as it was practicable so to prepare it. As regards the Sea Postage collected during the year on the Asiatic portion of the correspondence, the account is, to some extent, an estimate, as sufficient time has not yet elapsed for the vouchers for a portion of the last quarter of the financial year to reach this office. As no accounts are rendered to this department of postage collected in the Australasian Colonies, the amount stated in the accompanying account is entirely the result of estimates. The amount collected in the United Kingdom on Australasian correspondence is also partly the result of estimates. With regard to the distribution of the Sea Postage, the Return is in accordance with the plan in force up to 31st March last; the practice then was to deduct the whole of the Sea Postage from the cost of the India and China lines of packets, and to make good the residue, or loss, by contributions of equal moieties by the Imperial Government and the Government of India. From March last, the Imperial Post Office will bear the cost of the China Service, which it formerly shared with the India Office, and the Government of India will contribute to those portions only of the service which apply to India. The distribution of the Sea Postage will in future be made between the contributories, England and India, in like proportions to their respective contributions to that cost.

General Post Office, London, }
4 June 1868.

Geo. Chetwynd,
Receiver and Accountant General.

AN ESTIMATED STATEMENT of the Gross and Net Produce of the **MAILS** between the *United Kingdom* and the *East Indies, China, Ceylon, Mauritius, the Cape of Good Hope* *viâ Mauritius*, and the *Mediterranean*, for the Year to 31st March 1868.

Total Postage on ordinary, official, and soldiers' letters, inwards and outwards, <i>viâ</i> Southampton - - - - -	£.
	49,200
Total Postage on ordinary, official, and soldiers' letters, inwards and outwards, <i>viâ</i> Marseilles - - - - -	104,664
Total Postage on newspapers, inwards and outwards, <i>viâ</i> Southampton - -	8,275
Total Postage on newspapers, inwards and outwards, <i>viâ</i> Marseilles - - -	15,913
Total Postage on books, inwards and outwards, <i>viâ</i> Southampton - - -	9,978
Total Postage on books, inwards and outwards, <i>viâ</i> Marseilles - - - -	2,288
Total Postage on the intermediate correspondence of the several Offices of India, China, Ceylon, Mauritius, &c. - - - - -	16,870
Packet Postage between Spain and the Philippine Islands - - - - -	1,925
Packet Postage between France and India - - - - -	3,900
Postage on account of correspondence forwarded in transit through the United Kingdom - - - - -	2,831
Amount credited to the United Kingdom by France and the Netherlands for the conveyance of French and Dutch closed mails - - - - -	10,031
	£. 225,875
DEDUCT.	
The transit rate payable to France on the Marseilles portion of the mails £. 32,580	
The Colonial share of postage on the correspondence between the United Kingdom and India, &c., inwards and outwards, <i>viâ</i> Southampton and <i>viâ</i> Marseilles - - - - -	30,180
The British inland rate - - - - -	25,405
Returned letters - - - - -	3,150
	91,315
NET POSTAGE on the above-named Services for the Year - - - £.	134,560

General Post Office, }
4 June 1868.

Geo. Chetwynd,
Receiver and Accountant General.

MAIL SERVICES
(ASIA AND AUSTRALASIA).

ACCOUNT, for the Years 1867 and 1868, of
the Sums Collected as Postage in respect
of the Mail Services Headed "Asia and
AUSTRALASIA" in the PACKER SERVICE
ESTIMATES; and also of the Distribution of
the same amongst the several Contributories
to the Cost of the Services in question.

(*Mr. Crauford.*)

*Ordered, by The House of Commons, to be Printed,
9 June 1868.*

POSTAGE (GIBRALTAR, &c.).

RETURN to an Order of the Honourable The House of Commons,
dated 14 August 1867;—for,

RETURNS “showing the Estimated Amount of POSTAGE received or chargeable in Money or Stamps during any One Month, for Letters, Newspapers, Books, and Sample Parcels, directed to *Gibraltar, Malta, Egypt, Aden, Mauritius, India, China, and Australia*, and conveyed by the Four Steamers which leave *Marseilles* and *Southampton* respectively during that Month.

“And, showing the POSTAGE received or chargeable in the same manner for Letters, &c., conveyed Home by the Four Steamers which arrive at *Marseilles* and *Southampton* respectively during One and the same Month.”

General Post Office, }
17 December 1867. }

JOHN TILLEY,
Secretary.

RETURNS showing the Estimated Amount of POSTAGE received or chargeable in Money or Stamps during One Month for Letters, Newspapers, Books, and Sample Parcels, directed to *Gibraltar, Malta, Egypt, Aden, Mauritius, India, China, and Australia*, and conveyed by the Four Steamers leaving *Marseilles* and *Southampton* respectively during that Month; showing, also, the POSTAGE received or chargeable in the same manner for Letters, &c., conveyed Home by the Four Steamers arriving at *Marseilles* and *Southampton* respectively during the same Month.

I.—OUTWARD MAILS.						II.—HOMEWARD MAILS.					
DISPATCHED to Gibraltar, Malta, Egypt, Aden, Mauritius, India, China, and Australia.						RECEIVED from Gibraltar, Malta, Egypt, Aden, Mauritius, India, China, and Australia.					
via Marseilles.			via Southampton.			via Marseilles.			via Southampton.		
Letters.	Papers.	Books and Patterns.	Letters.	Papers.	Books and Patterns.	Letters.	Papers.	Books and Patterns.	Letters.	Papers.	Books and Patterns.
£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
5,580	1,541	149	3,615	1,369	940	6,389	340	156	4,756	390	88

NOTE.—In addition to the above-mentioned postage a sum of about 1,510 *l.* is chargeable for the conveyance of intermediate correspondence, *i. e.* correspondence other than that to or from the United Kingdom, and about 820 *l.* for the conveyance of closed mails carried for France, the Netherlands, and Spain. These sums cannot be accurately brought under the above headings.

General Post Office, }
7 December 1867. }

George Chetwynd,
Receiver and Accountant-General.

POSTAGE (GIBRALTAR, &c.).

RETURNS showing the Estimated Amount of Postage received or chargeable in Money or Stamps during One Month for Letters, Newspapers, Books, and Sample Parcels, directed to *Gibraltar, Malta, Egypt, Aden, Mauritius, India, China, and Australia*, and conveyed by the Four Steamers leaving *Marseilles* and *Southampton* respectively during that Month; and, showing the Postage received or chargeable in the same manner for Letters, &c., conveyed Home by the Four Steamers arriving at *Marseilles* and *Southampton* respectively during the same Month.

(*General Dunne.*)

Ordered, by The House of Commons, to be Printed
14 February 1868.

A U S T R A L I A N M A I L S .

RETURN to an Order of the Honourable The House of Commons,
dated 28 April 1868 ;—for,

COPY “ of any MEMORIALS addressed to the Postmaster General relating to the present Arrangement for the AUSTRALIAN MAILS, and of the REPLIES to such MEMORIALS.”

General Post Office, }
May 1868. }

JOHN TILLEY.

To His Grace the Duke of *Montrose*, K.T., &c. &c. &c., Her Majesty's
Postmaster General.

WE, the undersigned bankers, merchants, and others, connected with Australia, beg respectfully to invite your Grace's attention to the following points :

That the arrangements for the present year for dispatching the mails to Australia, allow only four days for replying to letters received *viâ* Marseilles, while the letters *viâ* Southampton, will reach here one day after the outward mail has left.

That this will be inconvenient to the public at large, from their not having time to answer their letters, but especially so to those engaged in commercial undertakings, who will, in the bulk of their business, be obliged to defer important communications to the following mail.

That, under these circumstances, it would be expedient at once to consider the desirability of a fortnightly service to Australia, which would place communications with those Colonies on the same footing as with India, and the new contract would then afford the same facilities between the arrival and departure of the mails, as was enjoyed under the old contract.

We venture to think that the time has now arrived when, in justice to the large and important interests involved in the Australian trade, the Government should grant the Colonies the utmost possible advantage obtainable from good and regular steam communication.

We, therefore, respectfully beg that your Grace will be pleased to take the subject into your further consideration, with the view of remedying the defect

MEMORIALS RELATING TO AUSTRALIAN MAILS.

now complained of, and affording the facilities required for the convenience of the public interested in Australia.

We have, &c.

(signed) For the Bank of New South Wales,
D. Larnach, Director.
For the Bank of Victoria,
H. L. Taylor, Managing Director.
For the National Bank of Australasia,
T. M. Harrington, Manager.
For the Bank of South Australia,
W. Purdy, Manager.
For the Colonial Bank of Australasia,
James A. Douglas, Manager.
For the English, Scottish, and Australian Chartered Bank,
Henry Moules, Secretary.
For the London Chartered Bank of Australia,
W. M. Young, Secretary.
Ed. Stirling.
G. M. Waterhouse.
W. W. Ker.
Jas. Johnson.
George Marten.
W. Richards.
Atkins & Co.
W. J. Steele.
S. B. Edenborough.
F. H. & A. Collier.
James Morrison & Co.
Henry P. Hughes & Son.
J. Funanby.

And 113 others.

London, 31 March 1868.

Two similar Memorials of the same date.

No reply has been made to these Memorials. The matter is still under the consideration of the Postmaster General.

A U S T R A L I A N M A I L S .

COPY of MEMORIALS addressed to the Postmaster General, relating to the present Arrangement for the AUSTRALIAN MAILS, and of the REPLIES to such MEMORIALS.

(*Sir Colman O'Loghlen.*)

*Ordered, by The House of Commons, to be Printed,
13 May 1868.*

267.

Under 1 oz.

POSTAL COMMUNICATION (AUSTRALIA).

RETURN to an Order of the Honourable The House of Commons,
dated 9 July 1868 ;—for,

COPY “ of any CORRESPONDENCE with the AUSTRALIAN GOVERNMENTS
relative to the POSTAL COMMUNICATION with those COLONIES since
the Establishment of the New POSTAL SERVICE with *India* and
China.”

Treasury Chambers, Whitehall, }
17 July 1868.

G. SCLATER-BOOTH.

— No. 1. —

Governor *Hampton* to the Duke of *Buckingham*.

Western Australia,
Government House, Perth,
21 December 1867.

My Lord Duke,

I HAVE the honour to acknowledge the receipt of your Grace's Despatches
noted in the margin, transmitting copies of two Circular Despatches addressed
to the Governor of the Australian Colonies respecting the Postal Service between
Australia and England.

No. 90, 19 Oct. 1867.
No. 91, 24 Oct. 1867.

2. I have consulted my Executive Council on the matter referred to, and, in
accordance with their unanimous advice, have again to report that the Govern-
ment of this Colony will be prepared to enter into whatever arrangement Her
Majesty's Government may decide upon adopting.

His Grace the Duke
of Buckingham and Chandos,
&c. &c. &c.

I have, &c.
(signed) *J. S. Hampton*,
Governor.

— No. 2. —

Sir *D. Daly* to the Duke of *Buckingham*.

South Australia,
Government House, Adelaide,
21 December 1867.

My Lord Duke,

I HAVE the honour to acknowledge the receipt of your Grace's Circular
Despatch of 19th October, informing me that Her Majesty's Government
cannot accede to the terms proposed by the representatives of the various
Colonies at the Postal Conference recently held in Melbourne.

I regret that it is not in my power to comply with your Grace's instruc-
tions by giving an immediate reply to this Despatch, but, after communi-
cation with my advisers, I find that I am unable to deal satisfactorily with
the subject until my Government have had time to complete a correspondence
which has already been commenced with the Colonial Governments con-
cerned.

It will therefore be impossible for me to acquaint your Grace with the results
of that correspondence until the next mail.

His Grace the Duke
of Buckingham and Chandos,
&c. &c. &c.

I have, &c.
(signed) *D. Daly*,
Governor.

— No. 3. —

Governor Sir *J. Manners Sutton* to the Duke of *Buckingham*.Government Offices,
Melbourne, 4 February 1868.

My Lord Duke,

4th Feb. 1868.

I HAVE the honour to transmit to your Grace the enclosed copy of a Memorandum, signed by the Chief Secretary, in which he has, on behalf of himself and his colleagues, requested me to bring under the notice of your Grace the very serious inconveniences which will be caused to the Ocean Mail Service with this Colony by the alterations recently made under the new contract with the Peninsular and Oriental Steam Navigation Company in the "Time Table" for that Service.

I have, &c.

His Grace the Duke
of Buckingham and Chandos,
&c. &c. &c.

(signed) *J. H. T. Manners Sutton*.

Enclosure in No. 3.

MINUTE from the Chief Secretary of Victoria to His Excellency Sir *J. H. T. Manners Sutton*, K.C.B. respecting the New Arrangements for the Conveyance of Mails between the United Kingdom and Australia.

IN returning the Despatches from the Duke of Buckingham, dated, respectively, the 19th and 24th October, the Chief Secretary begs to intimate to his Excellency the Governor that he has received a letter from the Secretary to the General Post Office, London, notifying the acceptance of a new contract by the Postmaster General in England with the Peninsular and Oriental Steam Navigation Company for the conveyance of mails between the United Kingdom and Point de Galle.

The alterations rendered necessary by this new contract in the time table for the Australian mails are of such a kind as will prove highly injurious to the postal service between England and Australia. The course of post from Victoria will, for instance, be extended from 105 to 119 days, as it is provided that mails from England for these colonies shall be dispatched two days before the arrival of the homeward mail; so that nearly a month must elapse before replies to letters from Australia can be dispatched from London.

Under these circumstances the Chief Secretary, although not in possession of official information through the usual channel, deems it his duty to call attention to the great inconvenience that will be caused to the Ocean Mail Service by the intended change, in order that representations may be made by his Excellency on the subject to the Colonial Office by the earliest opportunity.

The furthest consideration of the questions raised in the Despatches above referred to should, the Chief Secretary begs to suggest, be postponed until his Excellency has been advised by his Grace the Secretary of State for the Colonies, of the particulars of the new contract, and of the proposed alterations in the Australian Service.

(signed) *James M'Culloch*.

Melbourne, 4 February 1868.

— No. 4. —

The Duke of *Buckingham* to Governor Sir *J. Manners Sutton*.

Sir,

Downing-street, 22 April 1868.

I HAVE to acknowledge the receipt of your Despatch, No. 20, of 4th February, with a Memorandum from the Chief Secretary of your Government, representing the inconvenience which would be caused to the mail service between the United Kingdom and Victoria, by the arrangements under the new contract with the Peninsular and Oriental Steam Navigation Company, as shown in the time table for that service.

9th April 1868.

I communicated a copy of your Despatch to the General Post Office, and I transmit to you for your information the copy of a letter which has been received upon the subject from that department.

A copy

A copy of the revised time table referred to in the last paragraph of Mr. Scudamore's letter was forwarded to the Australian Colonies in my Circular Despatch of 22nd January last.

I have, &c.
(signed) *Buckingham and Chandos.*

Governor The Honourable
Sir J. H. T. Manners Sutton, K.C.B.,
&c. &c. &c.

— No. 5. —

F. I. Scudamore, Esq., to Sir F. Rogers, Bart.

Sir,

General Post Office, 9 April 1868.

I AM directed by the Postmaster General to acknowledge the receipt of your letter of the 3rd instant, transmitting copy of a Despatch from the Governor of Victoria, covering a memorandum signed by the Chief Secretary, bringing under notice the inconvenience of the arrangements for the mail service between the United Kingdom and the Colony, as shown in the time table prepared under the new contract with the Peninsular and Oriental Steam Navigation Company.

In reply, I am directed to state, for the information of the Duke of Buckingham and Chandos, that the time table referred to in that memorandum must be the one which was at first drawn up, and copy of which was transmitted from this office to the Colonial Postmaster General on the 26th of November last.

The arrangements of the Australian Mail Service were subsequently altered, for reasons explained to you in my letter of the 14th January, and the Colony of Victoria will by this time have received the amended time table which was issued in that month.

I am, &c.
(signed) *F. I. Scudamore.*

— No. 6. —

Acting Governor O'Connell to the Duke of Buckingham.

Government House, Brisbane, Queensland,
20 March 1868.

My Lord Duke,

IN reference to your Grace's Despatch of the 19th October 1867, addressed to Governor Sir George Bowen, respecting the decision come to by Her Majesty's Government on the proposals made by the Postal Conference held in Melbourne in 1867, I have now the honour to inform you that the same, with its several enclosures, was laid before both Houses of the Legislature of this Colony on the 16th January last.

2. The Parliament was prorogued, however, without any discussion having arisen in reference to the matters to which this Despatch referred, nor have my responsible advisers tendered any advice to me on this question.

3. I feel justified, therefore, in stating to your Grace that, so far as the Colony of Queensland is concerned, there is no desire to effect any immediate change in the existing postal arrangements on the line between Great Britain and the Australian Colonies, *vid* Galle and Sydney.

His Grace the Duke
of Buckingham and Chandos,
&c. &c. &c.

I have, &c.
(signed) *M. C. O'Connell.*

POSTAL COMMUNICATION (AUSTRALIA).

COPY of CORRESPONDENCE with the AUSTRALIAN
GOVERNMENTS relative to the POSTAL COMMUNI-
CATION with those COLONIES since the Establish-
ment of the New Postal Service with *India*
and *China*.

(*Mr. Childers.*)

Ordered, by The House of Commons, to be Printed,
24 July 1868.

MAIL SERVICE (BAHAMAS).

RETURN to an Order of the Honourable The House of Commons,
dated 13 February 1868;—for,

COPY “of the CONTRACT between the Bahamas Government and the Atlantic Mail Steam Ship Company for the Conveyance of the MAILS between *New York* and *Nassau*, &c.; together with REPORT of the Postmaster General thereon, and COPY of the TREASURY MINUTE approving of the Arrangement.”

Treasury Chambers, }
13 February 1868. }

GEORGE WARD HUNT.

— No. 1. —

AGREEMENT for the Conveyance of the MAILS between *New York* and *Nassau*, &c.

ARTICLES OF AGREEMENT, (in triplicate,) made and entered into at the City of York, in the State of New York, United States of America, this Ninth day of November, A.D. 1867, between the Atlantic Mail Steamship Company, a Company incorporated under the laws of the said State of New York, and especially under an Act of the same State, entitled, “An Act for the incorporation of Companies formed to navigate the Ocean by Steamships, or Ships, or Vessels using Caloric Engines,” passed 12th April 1852, and title amended by Laws of 1853, ch. 124, of the one part, and the Honourable Timothy Darling and the Honourable Bruce Lockhart Burnside, Members of Her Britannic Majesty’s Executive Council of the Bahama Islands, acting under the authority of His Excellency Rawson William Rawson, Esq., Companion of the most Honourable Order of the Bath, Governor and Commander in Chief, in pursuance of the authority in him vested by an Act of the Bahama Legislature, made and passed on the 21st of October, in the present year of our Lord 1867, entitled, “An Act to provide for the Conveyance of Mails between the Bahama Islands and the United Kingdom *viâ* the United States and elsewhere,” of the other part.

IN consideration of 10 dollars, lawful money of the United States of America, now paid the one to the other, by the parties hereto and of the further payments to be made by and on behalf of the Government of the Bahamas as hereinafter expressed, the said the Atlantic Mail Steamship Company do covenant, promise and agree to and with the said Honourable Timothy Darling and the Honourable Bruce Lockhart Burnside, as such Members of the Executive Council of the Bahama Islands, duly authorized for the purpose, their successors and assigns, and to and with the said Government of the Bahamas itself, as follows :

1. That they, the said Atlantic Mail Steamship Company, shall and will convey securely, safely, and properly protected from sea risk and stealth, Her Britannic Majesty’s Mails, arriving at New York from time to time, and mails made up from time to time in New York of United States letters and mail matter for residents in Nassau, as also the British Ministers and British Consular bags from time to time, by a steam vessel between New York and Nassau, in the Island of New Providence, Bahamas, making the round trip every four weeks, for the sum of 5,416 *l.* 13 *s.* 4 *d.* sterling per annum; and in case

the vessel performing the service between New York and Nassau, should also ply between Nassau and Havana, the Company will, in like manner, convey, without further charge or compensation, the mail matter between Nassau and Havana, and Havana and Nassau, to an amount not to exceed 50 pounds in weight, exclusive of mail bags.

2. That such vessel shall be complete and ready for sea on the 15th day of January 1868; and the service hereunder shall commence on the 30th day of the same January 1868, on which day the vessel shall start from New York, and should such services not be commenced on that day or on the first day thereafter, which the Government of the Bahamas may fix as the day of sailing (provided they fix on such after day), the said Atlantic Mail Steamship Company shall and will pay to the said Government 100 *l.* sterling for every day from that time until the said service shall be begun by the said Company, but so that the whole amount of such liquidated and fixed damages for such failure shall not exceed 5,000 *l.* sterling.

3. That they, the said Atlantic Mail Steamship Company shall and will so convey, during the continuance of this contract, Her Majesty's mails as aforesaid, by a first class steam vessel of not less than 500 tons registered measurement, and capable of conveying at least 50 first class passengers from New York to Nassau, and from Nassau to New York, with all proper and usual comforts and appliances for them.

4. That the said mails shall be conveyed at the minimum rate of 7½ knots an hour, counting as if the vessel sailed in straight lines from place to place; the distance and time to be mutually agreed upon before the commencement of this agreement. That under the term "Her Majesty's Mails" and Minister's and Consular bags, are to be comprehended all matter transmissible by mail contained in boxes, bags, letters and packets of letters, newspapers, books and printed papers, without regard either to the place to which they may be addressed or to that in which they may have originated; also all empty bags, empty boxes, properly connected with transportation of mails.

5. Also the said Company shall and will be subject to pay 50 *l.* sterling as liquidated and fixed damages for every complete period of 12 hours consumed on any voyage, from whatever cause arising, beyond the number of hours allowed for the voyage, but so that the total amount of such damages for delay on any one voyage shall never exceed the part of the sum hereby agreed to be paid as aforesaid, and which would be applicable to such voyage, act of God and public enemies only excepted.

6. That the payment, by the said Company, of any damages hereunder, shall in no way prejudice the right of the said Government to treat the failure to provide a proper vessel at the appointed time, or to perform a voyage at or within the appointed period as a breach of contract.

7. That the steam vessel so to be employed by the said Company in the service aforesaid, shall be always supplied with all necessary and proper machinery, engines, apparel, furniture, stores, tackle, boats, fuel, lamps, oil, tallow, provisions, anchors, cables, fire pumps, and other proper means for extinguishing fires, lightning conductors, charts, chronometers, proper nautical instruments, and whatever else may be necessary for equipping the said vessel and rendering her constantly efficient for the service to be performed; and she shall, at all times, be manned by legally qualified and competent officers, and by a sufficient crew of engineers, able seamen and other men. Also the said vessel, with her officers, engineers, crew, machinery, and everything which the said Company shall be bound to provide under this Agreement, shall be subject, at all times, to survey by any person who may be deputed for that purpose by the Bahama Government, and if any defect or short coming shall be discovered or appear on such survey, then the same shall be immediately made good by the said Company, and failing which the vessel shall be considered unfit for use, and the said Company shall also become liable to like amount of fixed damages as are set forth in the fifth clause of this instrument.

8. That the days and hours of departure from the port of New York shall be fixed by the said Company, and be subject to alteration by it, from time to time, on a notice in writing of three calendar months; and in case the steamship

ship performing the service shall not ply between Nassau and Havana, her stay in the port of Nassau shall on no voyage be less than 48 hours.

9. That the said Atlantic Mail Steamship Company shall provide, to the satisfaction of the Colonial Government, a separate, convenient, proper, and perfectly safe place of deposit for the mails on board the vessel aforesaid.

10. That any steam vessel or vessels employed by the said Company shall, whenever practicable, enter the harbour of Nassau for the purpose of delivering and receiving mails, and landing and taking on board passengers and cargo; and that, on occasions in which it is not practicable for the steamer so to enter the harbour, the mails and passengers shall be conveyed from the steam vessel to the harbour, and from the harbour to the said vessel, by and at the sole expense of the said Company; and the said Company, or its officers, shall duly go for, receive, take and deliver all and every mail bag and box hereby required and agreed to be taken and delivered.

Indeed, under no state of circumstances is the Bahama Government to be at the expense of, or to take part in, the fulfilment of any of the active part necessary, proper, usual, or covenanted to be done by the said Company under these presents. Such Government hereunder have only to pay for the doing by the Company of all and every the same at the amounts and times and in manner set forth in these presents.

11. And also that, in the event of the steam vessel being lost or destroyed by fire, tempest, or any other casualty, or requiring repair during the continuance of this present contract, the said Company shall provide, without any unnecessary delay, and within such reasonable time as may be required by the Bahama Government, or its agent in New York, another vessel of similar power and description: and also convey the mails in the meantime in good, rapid, and sufficient sailing vessels to be provided by them of not less than 120 tons burthen each, to be approved of by the said Government, or its agent in New York.

12. The said Atlantic Mail Steamship Company, and all commanding and other officers of the vessel which may be employed in the performance of the present contract, as well as all agents, seamen, and servants of the said Company, shall, at all times during the continuance of this Agreement, punctually and faithfully attend to the orders of the Bahama Government as to the mode, time and place of embarking and disembarking mails, and the landing of passengers from time to time. Also that the commanding officer for the time being of such vessel shall take proper charge of the mails, and (as well as the said Company) be responsible for due receipt, care, and delivery. And also, except so far as regards letters not required by law to pass through the post office, the said Company shall not receive or permit to be received, for the conveyance on board of any vessel employed under this contract, any letters for conveyance to Nassau other than those contemplated by this Agreement.

13. Every vessel which may have started, or should have started before the termination of this contract, must complete its voyage in like manner as if it remained in force.

14. The Bahama Government shall be authorized to delegate any of its powers hereunder to such persons as it may deem fit to exercise them, whose acts and requirements within the purview of these presents shall be respected, recognized, and carried out. Also that, except where otherwise specified, none of the duties on the part of the said Company enumerated herein, shall give such Company any claim to remuneration beyond the amount or amounts herein agreed to be paid.

15. Every sum of money forfeited by the said Atlantic Mail Steamship Company, or for which they are made liable hereunder, shall be considered as stipulated, or ascertained and liquidated at the amounts fixed herein, and be payable and paid whether any actual damages shall or shall not have been sustained by reason of any breach. And the amount and amounts shall and may be deducted by the Bahama Government out of any monies then payable, or which may thereafter become payable to the said Company, or, at its discretion, the payment thereof may be enforced in Court or before any legal tribunal by attachment, suit or otherwise, with full costs of suit.

16. All notices which the Bahama Government or any of its officers or agents are authorized to give, may be delivered to the commander of any vessel of the

Company employed in this service, or to any officer or agent of the said Company in charge of any such vessel, or to the president or treasurer of the Company, or may be left at any office or last known place of business of the said Company in New York.

17. The said Atlantic Mail Steamship Company shall not assign, underlet or dispose of this contract, or any part or portion thereof, or any right, benefit, services or amount hereunder, without the consent, in writing, of the said Bahama Government. Also, that in case of the breach of the last above stipulation, not to assign, underlet or dispose of this contract, or of any right, benefit, services or amount hereunder, or in case the said Company shall not, in their said vessel, receive and carry the said mails made up, from time to time, in New York, of United States letters and mail matter for residents in Nassau, besides the other mails and bags aforesaid, or in case of a great or habitual breach of any of the important terms or conditions of this Agreement, the said Bahama Government shall and may have the power, and without any previous notice, to terminate this contract, and the doing so shall not give the said Company any claim to compensation on that account.

18. And the said Timothy Darling and Bruce Lockhart Burnside do hereby, under and by virtue of the authority in them duly vested, and by and on behalf of the said Bahama Government covenant, promise, and agree to and with the said The Atlantic Mail Steamship Company, that they the said Atlantic Mail Steamship Company well and truly performing and keeping the covenants and conditions hereinbefore contained, in all things on their part to be observed and kept, shall (subject only to any deductions which may have to be made by way of liquidated damages hereunder), receive out of the Public Treasury at the Receiver General's office, at Nassau, by quarterly payments in the usual manner of disbursing the public moneys, the annual subsidy or sum of 5,416 *l.* 13 *s.* 4 *d.* sterling, during the continuance of this contract, for and in full of the services hereunder to be performed by such Company.

19. All steam vessels employed under this contract shall be exempt from the payment of all tonnage dues and other port charges whatsoever.

And it is hereby also agreed and declared by and between the parties to these presents, that this Contract or Agreement, and everything herein contained, shall remain and continue in full force for the period of five years from and after the commencement of the services hereunder performed, subject however as aforesaid, and also subject to the sooner determination thereof by either party on 12 calendar months written notice being given of their desire to terminate the same. In case, however, of declaration of war between Great Britain and the United States of America, then this Agreement and all things herein contained shall cease and end.

And lastly, that if any dispute shall arise respecting the interpretation of any part of this Agreement, the same shall be settled by arbitration in the usual manner, and a submission to arbitration may be made a rule of any court of New York or the Bahama Islands.

As witness, the hands and seals of the parties at New York aforesaid, the day and year first above written.

The Atlantic Mail Steamship Company.

(signed) By *George B. Hartson*,
President.



Timothy Darling.



B. L. Burnside.



Witness, *Charles Edwards*,
Notary Public, New York,
United States of America.

(signed) *H. J. Querrian*, Secretary.

— No. 2. —

The Postmaster General to the Lords Commissioners of the Treasury.

General Post Office, London,
20 January 1868.

My Lords,

I BEG to return the accompanying papers referred to me by your Lordships, relating to the Mail Service between New York and Nassau, by which the mails between this country and the Bahamas are conveyed.

The contract with Messrs. Cunard, Burns, & MacIver, of the 24th June 1858, which included a branch service between New York and Nassau, expired on the 31st ultimo, and the last voyage which they were required to make, under the terms of the contract, was that from New York to Nassau, on the 30th ultimo.

For this voyage the contractors requested permission to substitute a sailing vessel, being anxious to sell the steamer which was left on their hands by the termination of their contract, to the Royal Mail Steam Packet Company, who just at that time had lost so many vessels by the hurricane at St. Thomas, and were compelled to purchase others.

This permission was given, but I have since ascertained that the contractors did not avail themselves of it, but made arrangements for conveying the mails in a steam vessel, thus meeting the wishes of the Bahamas Government. On the receipt of the Despatch announcing that a contract had been concluded between the Government of the Bahamas and the Atlantic Mail Steam Ship Company, and that the first vessel to be despatched under the new contract would leave New York on the 30th of this month, I caused a notice, of which I enclose a copy, to be issued, informing the public that the mail to be carried from New York by such vessel would be made up in London on Wednesday the 15th January, and that a supplementary mail would be made up on the following Saturday, the 18th of January; subsequent mails being despatched on every fourth Wednesday and Saturday, calculating from those dates.

A copy of this notice was transmitted to the Colonial Office on the 30th December.

As the Cunard contract expired with the 30th December voyage from New York to Nassau, and the colonial contract commenced with the 30th January voyage from New York to Nassau, no provision was made for the January voyage from Nassau to New York, and the Governor reports that, under these circumstances, he has requested the same Company, which has undertaken the permanent service, to perform also the voyage unprovided for, for which he had agreed to pay a sum not exceeding the contract rate, or 208 *l.* 6 *s.* 8 *d.*, and he asks that the Imperial Government should bear half the expense.

I think this is only reasonable, and I submit that your Lordships should authorise it.

I now come to the question of the subsidy to be paid for the conveyance of the Bahamas mails under the new contract.

The colonial subsidy is to be at the rate of 5,416 *l.* 13 *s.* 4 *d.* a year, but this is merely for the conveyance of the mails between New York and Nassau.

For their conveyance between this country and New York, I estimate that, at the rates fixed in the contract entered into with Mr. Inman, a further cost of about 400 *l.* a year will be incurred by this Department.

It seems to me, your Lordships will only be acting fairly and liberally towards the Colony by acceding to the request that a moiety of the Colonial subsidy should be paid by this Department, with the understanding that in its turn one-half the estimated Imperial subsidy of 400 *l.* a year shall be paid by the Colony, the whole postage collected, whether on letters between the United

Kingdom and the Bahamas, or on letters between New York and the Bahamas being equally divided between the Mother Country and the Colony, and I beg to recommend that this course be adopted.

The Lords Commissioners of
Her Majesty's Treasury.

I have, &c.
(signed) *Montrose.*

— No. 3. —

COPY of TREASURY MINUTE, dated 31 January 1868.

MY Lords have before them a letter from the Postmaster General, dated the 20th January 1868, relative to the contract which has been entered into for the conveyance of the mails between New York and Nassau, by means of which the mails between this country and the Bahamas are conveyed, and the correspondence between the Government of the Bahamas, the Colonial Office, and this Department relating thereto.

It appears from the correspondence that the Governor of the Bahamas has succeeded in concluding a contract with the Atlantic Mail Steam Ship Company of New York for the conveyance of the Mails between New York and those Islands once every four weeks, for a subsidy of 5,416 *l.* 13 *s.* 4 *d.* a-year, to commence on the 30th of this month, and to continue for five years, subject, however, to determination by either party on 12 months' notice being given, or to a declaration of war between the United States and Great Britain.

My Lords have also before them a copy of the contract in question.

It appears from the Postmaster General's letter that he estimates the expense of the conveyance of the Bahamas mails between this country and New York (according to the rates fixed in the contract recently entered into with Mr. Inman) at 400 *l.* a-year, and his Grace proposes that the British Post Office should pay one-half of the subsidy payable by the Bahamas Government to the Atlantic Mail Steam Ship Company, the Colony, on the other hand, paying one-half of the estimated Imperial subsidy of 400 *l.* a-year; the whole postage collected whether on letters between the United Kingdom and the Bahamas or on letters between New York and the Bahamas, being equally divided between the Mother Country and the Colony.

My Lords, although they cannot but regret that the expense of the packet service between New York and the Bahamas will be so materially increased from its previous cost of 3,000 *l.* a year, are of opinion that the arrangement proposed by the Postmaster General is fair both to the Imperial Government and to the Colony, and they are therefore pleased to sanction its adoption.

As the late contract with Messrs. Cunard for the conveyance of the Bahamas mails expired with the 30th December voyage from New York to Nassau, and the colonial contract commences with the 30th of January voyage from New York to Nassau, no provision was made for the January voyage from Nassau to New York, and the Governor of the Colony has reported that under these circumstances he has requested the same Company which has undertaken the permanent service to perform also the voyage unprovided for, for which he has agreed to pay a sum not exceeding the contract rate, or 208 *l.* 6 *s.* 8 *d.*, and he has requested that the Imperial Government should bear half the expense.

My Lords agree with the Postmaster General in opinion that the claim preferred by Governor Rawson is reasonable, and they are pleased to authorise his Grace to discharge it.

With regard to the question as to whether, adverting to the Resolutions of the House of Commons of 24th July 1860, it is requisite that, with a view to its validity, so far as the Imperial Government is concerned, a copy of the contract should lay upon the table of the House "for one month without disapproval, unless previous to the lapse of that period it has been approved by a Resolution of
the

the House," it appears to my Lords that, as the contract has not been made with the Home Government, it is very doubtful whether the Resolution of the 20th July 1860 applies to it; but, inasmuch as my Lords have authorised the Postmaster General to contribute one-half of the subsidy payable under the contract, and it consequently raises a charge on the Imperial revenues for a period of five years, unless notice is given for its discontinuance, they are of opinion that it will be proper that the House of Commons should have a copy of the contract before it, and they therefore desire that their Financial Secretary will take the necessary steps for causing a copy of it, together with a copy of the Postmaster General's letter of the 20th inst., and of this Minute, to be laid upon the table of the House of Commons on the re-assembling of Parliament.

Transmit copy of this Minute to the Postmaster General for his information and guidance.

Transmit copy of the Postmaster General's letter of the 20th inst., and of this Minute to Sir F. Rogers, for the information of the Duke of Buckingham and Chandos with reference to the correspondence that has taken place on the subject of the Bahamas mail service.

MAIL SERVICE (BAHAMAS).

COPY of the CONTRACT between the Bahamas Government and the Atlantic Mail Steam Ship Company for the Conveyance of the Mails between *New York* and *Nassau*, &c.; together with Report of the Postmaster General thereon, and Copy of the TREASURY MINUTE approving of the Arrangement.

(*Mr. Hunt.*)

Ordered, by The House of Commons, to be Printed,
13 February 1868.

BRAZILS AND RIVER PLATE MAILS.

RETURN to an Order of the Honourable The House of Commons,
dated 5 June 1868;—for,

COPY “of CORRESPONDENCE subsequent to the 21st day of January 1867,
between Messrs. *Lamport & Holt*, of *Liverpool*, on behalf of the *Liverpool*,
Brazil, and *River Plate Steam Navigation Company*, and the *Post Office*
and *Treasury*, relative to the Conveyance of *MAILS* to and from the
BRAZILS and *RIVER PLATE*.”

Treasury Chambers, }
29 June 1868. }

G. SCLATER - BOOTH.

— No. 1. —

Messrs. *Lamport & Holt* to Secretary, Post Office.

Sir,

Liverpool, 22 January 1867.

WE beg to inform you that the steamers of the *Liverpool*, *Brazil*, and *River Plate Steam Navigation Company, Limited* (of which company we are managers), leave *Liverpool*, for Ports in *Brazil* and the *River Plate*, three times in each month, namely—

On or about the 10th of each month—

1. For *Bahia*, *Rio de Janeiro*, and *Santos*, *via* *Lisbon*.

On or about the 20th of each month—

2. For *Rio de Janeiro*, *Monte Video*, and *Buenos Ayres*, direct (not calling at *Lisbon*).

On or about the 30th of each month—

3. For *Bahia*, *Rio de Janeiro*, *Monte Video*, and *Buenos Ayres*, *via* *Lisbon*.

The precise dates of departures are arranged with reference to the tides, are fixed about the middle of the preceding month, and are strictly adhered to.

Due notice has been given by us to the Postmaster at *Liverpool*, by whom mails are regularly delivered to us for conveyance.

Having hitherto been treated by the Post Office only, as though they were accidental and irregular departures of private ships, the departures of these steamers have not hitherto been made known to the public through the medium of the official postal guides and lists.

The public generally are hence unaware of the opportunities thus afforded for correspondence, and the number of letters hitherto carried by these steamers, has been comparatively small.

The date of departure of the steamer leaving *Liverpool*, on or about the 10th of each month, may probably be considered to follow too closely on that of the mail steamer from *Southampton*, to promise much public advantage.

On the other hand, the dates of departure of the steamers leaving *Liverpool*, respectively, on or about the 20th and 30th of each month, may render them a public convenience.

We suggest, therefore, that it may be useful to the public, if you should think fit to give directions for the departures of these steamers to be announced in the official monthly and other guides and lists.

We take the liberty of enclosing a circular, showing the dates of departure already fixed for next month, and also one of the company's general circulars, and we shall be most happy to supply any explanation or further information.

The Secretary,
General Post Office, London, E.C.

We are, &c.
(signed) *Lamport & Holt.*

— No. 2. —

Mr. F. Hill to Messrs. *Lamport & Holt.*

Gentlemen,

General Post Office, 28 January 1867.

I HAVE received and laid before the Postmaster General your letter of the 22nd instant, proposing that the dates of the departure of your steamers for Brazil and the River Plate should be inserted in the official lists of this Department, and I am to express his Grace's regret that he is not prepared to comply with your request.

Messrs. *Lamport & Holt.*

I am, &c.
(signed) *F. Hill.*

— No. 3. —

Messrs. *Lamport & Holt* to Secretary, Post Office.

Sir,

Liverpool, 27 March 1867.

WE were duly favoured with your letter of the 28th January last, informing us that the Postmaster General is not prepared to comply with our request that the dates of the departures of our steamers for Brazil and the River Plate should be inserted in the official lists.

We venture to renew our application, and to beg you to lay the following considerations in support of it before his Grace :—

1. The last French mail steamer from South America brought us intelligence of the arrival out of two of our steamers, viz. :

The "Flamsteed," which left Liverpool on the 19th January, and arrived at Rio de Janeiro on the 13th February, whereas the letters which were posted in Liverpool on the morning of the 22nd January, *via* Bordeaux, were not delivered at Rio de Janeiro till the 18th February.

The "Humboldt," which left Liverpool on the 29th January, *via* Lisbon, and arrived at Bahia on the 25th February, whereas the letters which were posted in Liverpool on the 8th February, *via* Southampton, had not arrived at Bahia when the French mail left ; and, in fact, were not due there for at least a week after those by the "Humboldt" were delivered.

We submit that we have thus shown, by a practical test, that the interests of the public will be served by our steamers.

2. We ask for no remuneration for carrying letters.

3. The precedents of the Post Office will not be departed from by complying with our request, seeing that it was formerly the practice of the Department to insert a list of private ships carrying letters in its official publications, and that it is even now, in certain cases, its practice to announce in the same publications the departures of steamers in respect of which the British Government exercises no control.

4. The Brazilian Government have shown themselves alive to the advantages presented by our line of steamers, and have granted to the steamers certain privileges previously confined to mail steamers.

The Secretary,
General Post Office, London, E.C.

We are, &c.
(signed) *Lamport & Holt.*

— No. 4. —

Mr. *F. Hill* to Mr. *A. S. Ayrton*, M. P.

Sir,

General Post Office, 20 April 1867.

WITH reference to the further letter from Messrs. Lamport & Holt, which you presented at this office on the 15th instant, I am directed by the Postmaster General to inform you that, if the request of these gentlemen, that the dates fixed for the sailing of the line of steam vessels, belonging to the Liverpool, Brazil and River plate Steam Navigation Company, should be inserted in the "Postal Official Circular," were complied with, it would be necessary to give the same particulars respecting other lines of steam vessels advertised to sail from British ports at regular intervals, as similar applications have from time to time been addressed to this office by the owners of many such vessels. Formerly such information was issued by the Post Office, but the department having gradually extended the regular mail packet service, to all parts of the world, it was judged expedient to discontinue its issue; especially considering that as the Post Office has no control over private ships, it was often found that these ships did not sail on the appointed day, and that the information therefore was frequently erroneous.

The only instance in which the sailings of vessels, not conveying mails under contract, are inserted in the "Circular," is that of vessels going to Oporto or Lisbon; but this case is peculiar, inasmuch as the chief mail packet service to Lisbon was, some time ago, discontinued; and moreover the information in this instance is given for the special use of the Foreign Office.

Under these circumstances the Postmaster General regrets that he cannot accede to the request made.

A. S. Ayrton Esq., M.P.

I am &c.
(signed) *F. Hill.*

— No. 5. —

Messrs. *Lamport & Holt*, to Secretary, Post Office.

Sir,

Liverpool, 20 April 1867.

WITH reference to our letter of the 27th ultimo, we take the liberty of submitting the following further considerations, in support of our application, to his Grace the Postmaster General, to have the dates of departure of our steamers inserted in the official lists.

1. We have received intelligence since we last addressed you of the arrival in Brazil of our steamers "Halley" and "Ptolemy," which left Liverpool on the 19th and 28th February respectively, and in both instances these steamers carried out the then latest dates from Europe.

2. The "Daily Postal Official Circular" purports to give information to the public about the departure of private ships from Liverpool to Lisbon, but in the majority of cases the dates of said departures are left blank. The steamers we have been corresponding with you about call at Lisbon on their way to South America. From the fact that you mention the despatch of private ships between Liverpool and Lisbon in the "Daily Postal Official Circular" at all, we presume that you consider the public are interested in a knowledge of their departures. We suggest, therefore, whether the insertion in that publication of the precise dates on which our steamers leave Liverpool may not be more useful than the system which we have adverted to.

We have already said that our dates are fixed in the previous month, and rigidly adhered to. Our steamer "Galileo" left for Lisbon and South America this morning, and will be succeeded by the steamers "Laplace," "Donah," and "Flamsteed."

The Secretary,
General Post Office, London.

We are, &c.
(signed) *Lamport & Holt.*

— No. 6. —

Messrs. *Lamport & Holt* to Secretary, Post Office.

Sir,

Liverpool, 23 April 1867.

WITH reference to our letter of the 20th instant, it occurs to us that we may do well to explain that when mentioning to you the arrivals of our steamers in Brazil, we have not picked out any special instances, but have told you of all arrivals of which we have received intelligence, with the exception of the arrivals of the steamer leaving Liverpool on or about the 10th of each month which (as we have said from the first) follows too closely upon the departure of the mail steamer from Southampton to enable us to pretend that she can be made of much public benefit.

Our steamer "*Flamsteed*," which left Bahia on the 29th ultimo, arrived at Southampton yesterday morning to land passengers, *en route* for Antwerp. Our steamer "*Donati*," which left Bahia at a still later date, arrived at Lisbon on the 21st instant, *en route* for Liverpool. Each of these steamer successively bring to Europe the latest news from Brazil, being several days later than the news brought by the French steamer, *viâ* Bordeaux, the letters by which were delivered in Liverpool on the 19th instant, and as we need scarcely add, being much in anticipation of the arrival of the next mail steamer at Southampton.

We are, &c.

(signed) *Lamport & Holt.*

The Secretary,
General Post Office, London, E.C.

— No. 7. —

Messrs. *Lamport & Holt* to Secretary, Post Office.

Sir,

Liverpool, 25 May 1867.

WITH reference to our letter of the 23rd ultimo, and to previous letters, in which we have ventured to suggest to you the expediency of your giving the general public an opportunity of making use of our line of steamers as a medium for correspondence between this country and Brazil and the River Plate, we take the liberty of informing you that our steamer "*Halley*" left Monte Video on the 17th ultimo, and having overtaken the French mail for Europe at Rio de Janeiro, has enabled the French mail steamer to bring to Europe intelligence from the River Plate of three days later date than the letters contained in the French mail bags.

We may mention also, incidentally, that our steamer "*Copernicus*," which was despatched from Liverpool on the 30th March last, and called at Lisbon, arrived at Rio de Janeiro on the 24th ultimo, thus carrying out from England to Brazil intelligence later by seven days than that carried out by the previous mail, *viâ* Bordeaux which left London on the 23rd March and arrived at Rio de Janeiro on the 17th ultimo. The mail, *viâ* Southampton, which left London on the 9th ultimo, could not reach Rio de Janeiro before the 2nd instant, eight days after the arrival there of the "*Copernicus*."

At 10 a.m. on Tuesday, the 4th proximo, our steamer "*Flamsteed*" will leave Liverpool direct to Monte Video, and will be due at Monte Video on Thursday the 4th of July. The letters which leave Southampton on the 9th proximo cannot be expected to reach Monte Video before the 10th July. We submit that this also is an occasion on which the public may reasonably expect the Post Office authorities to keep them informed of an opportunity for sending letters, while, in order that no question of loss of revenue may be interposed, we have already informed you that we are prepared to carry out the mails free of charge.

With reference to that part of our letter of the 20th ultimo, in which we called your attention to the fact that the "*Daily Postal Official Circular*" while purporting to keep the public informed of the despatches of private steamers from Liverpool to Lisbon, usually leaves the dates of said departures blank.

We

We beg to inform you that we shall despatch the following steamers for Lisbon during the ensuing month :

" Cassini "	-	-	-	-	Saturday, 8th June, at 10 a.m.
" Humboldt "	-	-	-	-	Tuesday, 11th June, at 10 a.m.
" Newton "	-	-	-	-	Saturday, 22nd June, at 10 a.m.

by any or all of which we are willing to carry mails free of charge. We are aware that persons resident in London and the south of England will find no advantage in preferring this route to Portugal to that *via* Dover and France. On the other hand, persons resident in Scotland and the north of England will save a full day (as a rule) by using our steamers, and we submit that they might at least have a power of choice.

We are accustomed to give timely information to your postmaster here of the intended departures of our steamers, but we learn from that gentleman that the extent of publicity which it is within his duty to give to our communications is very limited.

We are, &c.
(signed) *Lamport & Holt.*

The Secretary,
General Post Office, London.

— No. 8. —

Mr. F. Hill to Messrs. *Lamport & Holt.*

Gentlemen,

General Post Office, 4 July 1867.

WITH reference to your further letter of the 25th May last, I am desired by the Postmaster General to inform you that the subject has again been fully considered, but that, for the reasons which have been already explained to you, it is still considered inexpedient to insert in the Postal Official Circular the dates of departure of your steamers to Lisbon and the Brazils.

Indeed, so far from adding to the information at present given in the circular as to the dates of despatch of private ships to foreign countries, it has been decided to omit mention of the line of private steamers plying between Liverpool and Lisbon, the dates of sailing of which have hitherto been inserted in the circular.

I am, &c.
(signed) *F. Hill.*

Messrs. *Lamport & Holt.*

— No. 9. —

Messrs. *Lamport & Holt* to Secretary, Post Office.

Sir,

Liverpool, 19 December 1867.

WE beg the favour of your informing us (so far as we may ask the question with propriety) as to whether it is intended to submit the conveyance of the mails to Brazil and the River Plate to public competition on the termination of the present contract.

We are, &c.
(signed) *Lamport & Holt.*

The Secretary,
General Post Office, London.

— No. 10. —

The Secretary Post Office to Messrs. *Lamport & Holt.*

(Registered No. 112,024.)

THE Secretary presents his compliments to Messrs. *Lamport & Holt*, and has to acknowledge the receipt of their letter of the 19th instant.

General Post Office, 21 December 1867.

— No. 11. —

Messrs. *Lamport & Holt* to Secretary Post Office.

Sir,

Liverpool, 21 January 1868.

WITH reference to the correspondence with which we have already troubled you, in the course of which we have mentioned to you, for the information of the Postmaster General, that the Liverpool, Brazil, and River Plate Steam Navigation Company, Limited (of which we are managers), have for a long period past despatched steamers from Liverpool to Brazil and the River Plate, several times in each month, on fixed dates, always strictly adhered to, in which steamers we have offered to convey letters; in consideration of which we have asked you to make the departures of our steamers known to the public, which you have hitherto refused to do. We now beg to inform you that the company have concluded a postal contract with the Government of Brazil, as evidenced by Decrees No. 3,800, 9th February 1867, and No. 4,031, 30th November 1867, published respectively in the "Diario Official do Imperio do Brazil," of 21st February and 13th December last.

Under these circumstances, we respectfully repeat our request that the departures of our steamers from Liverpool to Brazil and the River Plate, four times in each month, may be made known to the public through the medium of the official lists of the department, we undertaking that the dates of departure shall be adhered to as punctually as in the case of mail steamers under Contract with Her Majesty's Government, and promising also to comply with any reasonable conditions which the Postmaster General may think fit to lay down.

It is right we should add that one condition of our Contract with the Government of Brazil requires us to deliver all letters (save those for the agents for the steamer) to the authorities of the Brazilian Post Office.

The Secretary,
General Post Office, London, E.C.

We are, &c.
(signed) *Lamport & Holt.*

— No. 12. —

Mr. *F. Hill* to Messrs. *Lamport & Holt.*

Gentlemen,

General Post Office, 6 February 1868.

YOUR further letter of the 21st ultimo, having been submitted to the Postmaster General, I am directed to acquaint you, that his Grace cannot depart from the decision already communicated to you.

The steam vessels of the Liverpool, Brazil, and River Plate Steam Navigation Company (Limited) not being mail packets in the ports of this country, only ship letter mails can be forwarded by them.

Messrs. Lamport and Holt,
Liverpool.

I am, &c.
(signed) *F. Hill.*

— No. 13. —

Messrs. *Lamport & Holt* to the Secretary to the Treasury.

Sir,

Liverpool, 18 May 1868.

ON the 19th December last, we addressed a letter to the Secretary to the Post Office, begging the favour of his informing us, so far as the question might be asked with propriety, as to whether it was intended to submit the conveyance of the mails to and from Brazil and the River Plate to public competition on the termination of the present Contract.

The

The receipt of this letter has been acknowledged, but being yet without further reply, we now beg to inform the Lords of the Treasury that we are prepared, on behalf of the Liverpool, Brazil, and River Plate Steam Navigation Company, Limited (of which Company we are managers), to tender for the conveyance of the mails above mentioned, being remunerated by a moderate fixed proportion of the nett postage actually received on letters and newspapers carried by our steamers.

We and this Company have been engaged in the trade between Liverpool, Brazil, and the River Plate since the year 1863, and have now 16 steamships employed in the trade.

The number of departures from Liverpool to some or other of the ports of Pernambuco, Bahia, Rio de Janeiro, Monte Video, and Buenos Ayres, have been as follows :—

In 1863	-	-	-	-	-	-	2	departures
In 1864	-	-	-	-	-	-	8	„
In 1865	-	-	-	-	-	-	24	„
In 1866	-	-	-	-	-	-	41	„
In 1867	-	-	-	-	-	-	40	„
In 1868	-	-	-	-	-	-	18	„ up to 13th May.
In all							-	- 133 departures.

The dates of departure, fixed and announced beforehand, have been adhered to in 129 cases out of 133, and from various causes have been exceeded in the remaining four cases, to the extent of one day in three cases, and of three days in one case.

Believing that the line of steamers thus established, and now affording from three to four departures in each month, might be made useful to the public as a conveyance for general correspondence, in addition to the means of conveyance otherwise officially provided, we proposed to the Secretary to the Post Office on the 22nd January 1867, that lists of the intended departure of these steamers, periodically supplied by us, should be inserted in the official postal circulars and guides, in order that any of the public, who might be so minded, might thus be afforded the opportunity of directing their letters to be forwarded as ship letters by these steamers.

We were informed in reply that the Postmaster General declined to grant our request so far as to insert the dates of sailing in the official circulars, though there was no objection to sending ship-letter mails by these steamers in the customary way whenever letters were specially marked to be so sent.

Knowing that the opportunities thus proposed to be afforded for sending letters would be of little practical use to the general public, unless the public could be informed of them through the usual channels, we have since unsuccessfully endeavoured to induce his Grace to alter his decision.

In order to prevent misconception, we offer to forego the gratuity which the Post Office are accustomed to allow to the owners of vessels carrying ship-letters; contenting ourselves, as remuneration, with the prestige which is gained by any line of steamers which is punctually despatched with large mails.

We are aware that when it was the habit of the Post Office, several years ago, to insert in the official circulars a list of private ships carrying ship-letters, it then frequently happened that the dates of sailing were not punctually adhered to, and that the public were consequently misled.

We submit that at the time referred to, the vessels so inserted in the official circulars consisted for the most part, if not altogether; of sailing ships, and these neither sailing in regular lines, nor professing that the dates communicated to the Post Office could be other than approximate; and that this argument does not apply to the altered circumstances of the present day when regular lines of merchant steam-ships are dispatched from many ports of the United Kingdom on dates previously fixed, and in most cases punctually adhered to.

His Grace finally decided to refuse our application; and though we continue to supply the Liverpool Postmaster with timely information of the departures of our steamers, we believe that the information so given is not communicated to the public, except in answer to individual inquiry. Whereas the same reasons

which in even the case of the regular mails make it necessary for the Post Office to supply the public with information by periodical publication of intended departures and arrivals must apply with still more force to the case we have thus presented.

It is under these circumstances that we offer to tender for the conveyance of the Brazil and River Plate mails; and we are desirous that my Lords should understand that we ask for no privilege which may not be extended to others on equal terms.

We venture to refer to either Mr. Horsfall or Mr. Graves, Members for this borough, as to our power to fulfil any engagements we may enter into.

George Sclater-Booth, Esq.,
Secretary, Treasury.

We have, &c.
(signed) *Lamport & Holt.*

— No. 14. —

Mr. J. Tilley to Messrs. *Lamport & Holt.*

Gentlemen,

General Post Office, 12 June 1868.

WITH reference to the letter which you addressed to the Secretary of the Treasury on the 18th ultimo, and which has been referred to this department, I am directed by the Postmaster General to request that you will state, for his Grace's information, whether you are prepared, on behalf of the Liverpool, Brazil and River Plate Steam Navigation Company, to undertake the conveyance of a mail monthly from Liverpool to Brazil and the River Plate, on some fixed day of the month, about the 20th; receiving, as a remuneration for the service performed, the sums of 2*s.* 6*d.* an ounce for letters, 3*d.* a pound for newspapers, and 5*d.* a pound for book packets and patterns, such sums being estimated to be the entire sea postage levied on the several classes of correspondence.

Messrs. *Lamport & Holt,*
Liverpool.

I am, &c.
(signed) *John Tilley.*

— No. 15. —

Messrs. *Lamport & Holt* to Secretary, Post Office.

Sir,

Liverpool, 13 June 1868.

WE are favoured with your letter of yesterday (Registered No. 48,376), in which you desire us to state, for the information of the Postmaster General, whether we are prepared, on behalf of the Liverpool, Brazil and River Plate Steam Navigation Company (limited), to undertake the conveyance of a mail monthly from Liverpool to Brazil and the River Plate, on some fixed day of the month, about the 20th; receiving, as a remuneration for the service performed, the sums of 2*s.* 6*d.* an ounce for letters, 3*d.* a pound for newspapers, and 5*d.* a pound for book packets and patterns.

In reply, we beg to state that we are so prepared to undertake the conveyance of a mail monthly from Liverpool to Brazil and the River Plate on the terms indicated.

Mr. Lamport will be glad to be allowed to wait upon you at any hour on Tuesday next, or on any subsequent day more convenient to you, if you should think that he may be able to give any useful explanations.

In that case we shall hope to receive a telegram on Monday, requiring his attendance, and naming the hour.

The Secretary,
General Post Office, London.

We are, &c.
(signed) *Lamport & Holt.*

— No. 16. —

Mr. *F. Hill* to Messrs. *Lamport & Holt*.

Gentlemen,

General Post Office, 15 June 1868.

I AM directed by the Postmaster General to acknowledge the receipt of your letter of the 13th instant, stating that you are prepared to undertake the conveyance of a mail monthly from Liverpool to Brazil and the River Plate on the terms indicated in my letter of the 12th instant; and I have to inform you that his Grace will be prepared to state to the Treasury his views on the subject of your application to that Board as soon as you acquaint him on what day you will undertake to leave Liverpool and Buenos Ayres respectively.

Messrs. Lamport and Holt,
Liverpool.

I am, &c.
(signed) *F. Hill*.

— No. 17. —

Messrs. *Lamport & Holt*, to Secretary, Post Office.

Sir,

Liverpool, 15 June 1868.

WE thank you for your telegram of this date, on the subject of a mail to Brazil and the River Plate, to which we have replied by telegram, "The 20th of each month, direct from Liverpool to Rio de Janeiro, and thence without transhipment to the River Plate, would we think prove most useful to and popular with the trade."

While venturing upon this suggestion, we beg to add that, both as to the date of departure, and as to the ports to be visited, we shall be most desirous to fall in with any arrangement, which you may deem most convenient.

The Secretary,
Post Office, London.

We are, &c.
(signed) *Lamport & Holt*.

— No. 18. —

Messrs. *Lamport & Holt*, to Secretary, Post Office.

Sir,

Liverpool, 16 June 1868.

IN answer to your letter of yesterday (Registered No. 48,376), we beg the favour of your informing the Postmaster General, that we shall be prepared to dispatch a steamer to Brazil, and the River Plate, on the 20th of each month, and that whenever his Grace may call upon us so to do we shall, after fair and reasonable delay, be prepared to despatch a steamer from Buenos Ayres home-wards, on any practicable date which may suit the requirement of the Post Office.

The Secretary,
Post Office, London.

We are, &c.
(signed) *Lamport & Holt*.

BRAZILS AND RIVER PLATE MAILS.

COPY of CORRESPONDENCE subsequent to 21st January 1867, between Messrs. *Lampart* and *Holt*, of *Liverpool*, on behalf of the *Liverpool*, *Brazil*, and *River Plate Steam Navigation Company*, and the *Post Office and Treasury*, relative to the Conveyance of *MAILS* to and from the *Brazils* and *River Plate*.

(*Mr. Graves.*)

Ordered, by The House of Commons, to be Printed,
1 July 1868.

BRAZIL AND RIVER PLATE MAILS.

RETURN to an Order of the Honourable The House of Commons,
dated 14 July 1868 ;—*for*,

COPY “of CONTRACT with the Liverpool, Brazil, and River Plate Steam
Navigation Company, for the Conveyance of a MAIL once a Month from
Liverpool to Brazil and the River Plate.”

Treasury Chambers, }
14 July 1868. }

G. SCLATER-BOOTH.

(*Mr. Sclater-Booth.*)

Ordered, by The House of Commons, to be Printed,
14 July 1868.

COPY of CONTRACT with the Liverpool, Brazil, and River Plate Steam Navigation Company for the Conveyance of a MAIL once a Month from *Liverpool to Brazil and the River Plate.*

CONTRACT of 8th JULY 1868.

BRAZIL AND RIVER PLATE MAILS.

ARTICLES OF AGREEMENT made this 8th day of July 1868 between The Most Noble James Duke of Montrose Her Majesty's Postmaster General for the time being of the first part The Liverpool Brazil and River Plate Steam Navigation Company (Limited) of the second part and William James Lamport and George Holt both of Liverpool in the County of Lancaster Merchants of the third part.

WITNESS that the Company for themselves and their successors hereby covenant with the Postmaster General his executors administrators successors and assigns Her Majesty's Postmaster General for the time being in manner following that is to say

Company to provide steam vessels.

1. The Company will at all times during the continuance of this Agreement or so long as the whole or any part of the service hereby agreed to be performed ought to be performed in pursuance thereof provide keep seaworthy and in complete repair and in readiness for the purpose of conveying as herein-after provided all Her Majesty's mails (in which term "mails" all boxes bags or packets of letters newspapers books or printed papers and every other article sent by the post to whatever country or place they may be addressed or in whatever country or place they may have originated and all empty bags empty boxes and other stores and articles used or to be used in carrying on the Post Office Service which shall be sent by or from the Post Office are agreed to be comprehended) which shall at any time and from time to time by the Postmaster General or any of his officers or agents be required to be conveyed once in each calendar month from Liverpool (*vid* Rio de Janeiro and Monte Video) to Buenos Ayres a sufficient number of good substantial and efficient steam vessels of adequate power and supplied with first rate appropriate steam engines.

Equipment of vessels.

2. The vessels to be employed under this Agreement shall be always furnished with all appropriate and necessary machinery engines apparel furniture stores tackle boats fuel lamps oil for lamps and engines tallow provisions anchors cables fire-pumps and other proper means for extinguishing fire lightning conductors charts chronometers proper nautical instruments and whatsoever else may be requisite for equipping the said vessels and rendering them constantly efficient for the service hereby agreed to be performed and also manned and provided with competent officers with appropriate certificates granted pursuant to the Act or Acts of Parliament in force for the time being relative to the granting certificates to officers in the merchant service and with a sufficient number of efficient engineers and a sufficient crew of able seamen and other men.

Departure of vessels.

3. One of such vessels so equipped and manned as aforesaid shall on the 20th day of every calendar month (save when such 20th day falls on a Monday and then on the following day) as soon after as Her Majesty's Mails have been embarked as the state of the tide will permit put to sea from Liverpool and touching at Rio de Janeiro and Monte Video proceed direct to Buenos Ayres and the Company shall convey in such vessels from Liverpool and cause to be delivered at Rio de Janeiro Monte Video and Buenos Ayres all such mails as shall or may be tendered or delivered to or received by the Company or any of their agents officers or servants by or from the Postmaster General or any of his officers or agents Provided nevertheless and it shall be lawful for the Company to cause any of the said vessels to put in on her voyage at Lisbon or at St. Vincent (Cape de Verdes) or at Bahia upon their giving to the Postmaster General two clear days' notice in writing before the sailing of the vessel from Liverpool of such their desire and in any such case the Company shall convey and

and deliver mails to and at such places respectively but the Company shall not by reason of their availing themselves of this power have or make any claim to an increased allowance of time for the completion of the voyage.

4. Should it be deemed by the Postmaster General his officers or agents requisite for the public service that any vessel to be employed under this Agreement should at any time or times delay her departure from Liverpool beyond the period appointed for her departure therefrom the Postmaster General his officers or agents shall have power to order such delay (not however exceeding 24 hours) by letter addressed by him or them to the master of any such vessel or person acting as such and which shall be deemed a sufficient authority for such detention.

Postmaster General may delay departure for 24 hours.

5. The Company shall convey the said mails from Liverpool to Buenos Ayres in 34 days including stoppages at Rio de Janeiro and Monte Video for the purpose of the delivery of the mails and if the Company fail to provide an efficient vessel at Liverpool in accordance with the terms of this Agreement ready to put to sea on and at the appointed day and time then and so often as the same shall happen the Company shall forfeit and pay unto Her Majesty Her heirs and successors the sum of 300 l. which sum of 300 l. shall be considered as stipulated or ascertained damages whether any damage or loss have or have not been sustained and shall and may be retained by the Postmaster General out of any monies payable or which may thereafter become payable to the Company or the payment may be enforced as a debt due to Her Majesty with full costs of suit at the discretion of the Postmaster General Provided however the payment by the Company of any sum of money by way of penalty shall not in any manner prejudice the right of the Postmaster General to treat the failure if any on the part of the Company to provide a proper vessel at the appointed day and time as a breach of this agreement.

Duration of voyage.
Penalties for not providing vessels.

6. The master or commander of every such vessel shall without any charge (other than that herein provided to be paid to the Company) take due care of and the Company shall be responsible for the receipt safe custody and delivery of the said mails and every such master or commander shall make the usual oaths or declarations required or which may hereafter be required by the Postmaster General in such and similar cases and furnish such journals returns and information and perform such services as the Postmaster General or his agents may require And every such master or commander shall himself immediately on the arrival of his vessel at any of the said ports or places deliver all mails for such port or place into the hands of the postmaster or such other person at such port or place as the Postmaster General shall authorise to receive the same.

Master to take charge of mails.

Mails to be delivered to proper officer.

7. The Company shall not nor shall any of the masters of any of the vessels employed or to be employed under this Agreement receive or permit to be received on board any of the vessels employed under this Agreement any letters for conveyance from Liverpool other than those duly in charge of the master of the vessels by virtue of this Agreement or which are or may be privileged by law without the consent of the Postmaster General first had and obtained.

Company not to receive on board letters at Liverpool other than Her Majesty's Mails.

8. The Company and all commanding and other officers of the vessels employed in the performance of this Agreement and all agents seamen and servants of the Company shall at all times punctually attend to the orders and direction of the Postmaster General his officers or agents as to the mode time and place of landing delivering and receiving mails.

The Company, &c. to attend to orders of Postmaster General.

9. And in consideration of the due and faithful performance by the Company of all the services hereby agreed to be by them performed the Postmaster General doth hereby covenant that there shall be paid to the Company (out of such aids or supplies as may be from time to time provided and appropriated by Parliament for that purpose) so long as they perform the whole of the said services in the manner and with such vessels as herein respectively provided the following sums that is to say the sum of 2 s. 6 d. for every ounce of letters conveyed by them and the sum of 3 d. for every pound of newspapers conveyed by them and the sum of 5 d. for every pound of book-packets or packets of trade patterns conveyed by them and except where otherwise expressly provided none of the duties performed by the Company in pursuance of this Agreement shall give them any claim to remuneration beyond the payment hereinbefore specified Subject nevertheless to a deduction for every complete

Payment to the Company.

period of 24 hours by which the actual duration of any voyage shall exceed the stipulated time of one-eighth part of the total amount of money payable to the Company by virtue hereof in respect of such voyage.

Account of correspondence to be kept.

10. The Postmaster General shall as soon as conveniently may be after the 1st day of October the 1st day of January the 1st day of April and the 1st day of July during the continuance of this Agreement cause an account to be made out and signed by the Receiver and Accountant General for the time being of the General Post Office of all sums of money which shall up to the last preceding of such quarterly days have become payable to the Contractors in respect of the carriage of mails in pursuance of the preceding clauses of this Agreement and every account so made out and signed shall as between the parties hereto be conclusive evidence of the facts stated therein and of the amount due to the Contractors as aforesaid and such amount after making any such deductions as aforesaid shall be forthwith paid to the Contractors out of such aids or supplies as aforesaid.

Disputes to be referred to arbitration.

11. And it is hereby further agreed and declared between and by the said parties to these presents as follows that is to say If at any time during the continuance of this agreement or after the determination thereof any dispute shall arise between the parties hereto or their successors respectively concerning any breach or alleged breach by or on the part of the Company of this Agreement or the sufficiency of any such breach to justify the Postmaster General in putting an end to the same or concerning any of the covenants matters or things herein contained or in anywise relating thereto and notwithstanding the power herein contained to determine this agreement and any execution or attempted execution of such power such dispute shall be referred to two arbitrators one to be chosen from time to time by the Postmaster General and the other by the Company and if such arbitrators should at any time or times not agree in the matter or question referred to them then such question in difference shall be referred by them to an umpire to be chosen by such arbitrators before they proceed with the reference to them and the joint and concurrent award of the said arbitrators or the separate award of the said umpire when the said arbitrators cannot agree shall be binding and conclusive upon both parties.

Commencement and duration of Agreement.

12. This Agreement shall commence on the 20th day of August 1868 and shall continue in force for one year and then determine but not so as to prevent either of the said parties availing themselves of this agreement for recovering any sum or sums of money or damages should there have been any breach of this Agreement previously to such determination.

Contract not to be assigned.

13. The Company shall not assign underlet or dispose of this Agreement or any part thereof without the consent of the Postmaster General signified in writing under his hand or under the hand of the Secretary or one of the Assistant Secretaries of the Post Office and in case of the same or any part thereof being assigned underlet or otherwise disposed of or of any great or habitual breach of this Agreement or any covenant matter or thing herein contained on the part of the Company their officers agents or servants it shall be lawful for the Postmaster General if he shall think fit (and notwithstanding there may or may not have been any former breach of this Agreement) by writing under his hand or under the hand of the Secretary or one of the Assistant Secretaries of the Post Office to determine this Agreement without any previous notice to the Company or their agents nor shall the Company be entitled to any compensation in respect of such determination.

Postmaster General may determine Agreement without notice in case of breach.

Voyages commenced at expiration of Agreement to be continued and performed.

14. If on determination of this Agreement any vessel or vessels should have started or should start with the mails in conformity with this Agreement such voyage or voyages should be continued and performed and the mails be delivered and received during the same as if this Agreement had remained in force with regard to any such vessels and services and with respect to such vessels and services as last aforesaid this Agreement shall be considered as having terminated when such vessels and services shall have reached their port or place of destination and been performed.

Service of Notices.

15. All notices or directions which the Postmaster General his officers agents or others are hereby authorised to give to the Company their officers servants or agents other than any notice of termination of this Contract may at the option of the Postmaster General his officers agents or others either be delivered to the master of any of the said vessels or other officer or agent of the Company

pany in the charge or management of any vessel employed in the performance of this Agreement or left for the Company at their office or house of business in Liverpool Rio de Janeiro Monte Video or Buenos Ayres or at their or any of their last known places of business and any notices or directions so given or left shall be binding on the Company Provided always that any notice of the determination of this Agreement shall be served on the Company their officers servants or agents at their office in Liverpool.

16. Any submission to arbitration in pursuance of this Agreement shall be made a rule of any of Her Majesty's Courts of Record pursuant to the Statute in that case made and provided on the application of either party.

Any submission to Arbitration to be made a rule of Court.

17. In pursuance of the provisions contained in the Act of Parliament passed in the 22nd year of the reign of King George the Third intituled "An Act for restraining any person concerned in any contract commission or agreement made for the public service from being elected or sitting and voting as a Member of the House of Commons" no Member of the House of Commons shall be admitted to any share or part of this Agreement or to any benefit to arise therefrom.

No Member of the House of Commons to participate in Contract.

18. And lastly for the due and faithful performance of all and singular the covenants conditions provisos clauses articles and agreements hereinbefore contained which on the part and behalf of the Company their successors and assigns are or ought to be observed performed fulfilled or kept the Company for themselves and their successors and the said William James Lamport and George Holt for themselves their heirs executors and administrators do hereby bind themselves jointly and severally unto our Sovereign Lady the Queen in the sum of 5,000 £. of lawful British money to be paid to our said Lady the Queen Her heirs and successors by way of stipulated or ascertained damages agreed upon between the said Postmaster General and the Company and the said William James Lamport and George Holt over and above any other sum or sums if any which may be payable in case of the failure of the said Company in the due execution of this Agreement or any part thereof in witness whereof the said Postmaster General hath hereunto set his hand and seal and the said Liverpool Brazil and River Plate Steam Navigation Company (Limited) have caused their common seal to be hereunto affixed the day and year first above written.

Bond clause.



L. S. MONTROSE.



W. J. LAMPORT.



GEORGE HOLT.



Signed sealed and delivered by the within named James Duke of Montrose Her Majesty's Postmaster General in the presence of

J. L. Du Plat Taylor
Private Secretary
General Post Office.

The common seal of the within-named Liverpool Brazil and River Plate Steam Navigation Company (Limited) was hereunto affixed in the presence of

W. J. Lamport
Manager.
C. B. J. Banning
Postmaster of Liverpool.

Signed sealed and delivered by the within named William James Lamport and George Holt in the presence of

C. B. J. Banning
Postmaster of Liverpool.

BRAZIL AND RIVER PLATE MAILS.

COPY of CONTRACT with the Liverpool, Brazil,
and River Plate Steam Navigation Company
for the Conveyance of a Mail once a Month
from *Liverpool* to *Brazil* and the *River Plate*.

(*Mr. Selater-Booth.*)

Ordered, by The House of Commons, to be Printed,
14 July 1868.

CAPE OF GOOD HOPE MAILS.

RETURN to Two Orders of the Honourable The House of Commons,
dated 8 and 29 June 1868 ;—for,

(ORDER, 8 June 1868.)

COPY “of CORRESPONDENCE between the Treasury and the Post-Office, and between the Post Office and the Union Steam Shipping Company, respecting the Conveyance of an INTERMEDIATE MONTHLY MAIL between this Country and the *Cape of Good Hope*.”

(*Mr. Candlish.*)

(ORDER, 29 June 1868.)

COPIES “of a CONTRACT, dated the 24th day of June 1868, entered into between the Postmaster General and the Union Steam Ship Company, for the Conveyance of the MAILS twice every Month between this Country and the *Cape of Good Hope* :”

“And, of CORRESPONDENCE between the Treasury, Admiralty, and Post Office, relative thereto.”

(*Mr. Sclater-Booth.*)

Treasury Chambers, }
29 June 1868. }

G. SCLATER-BOOTH.

Ordered, by The House of Commons, to be Printed,
29 June and 3 July 1868.

— I. —

COPY of CONTRACT, dated 24th June 1868, entered into between the Postmaster General and the Union Steam Ship Company for the Conveyance of the *MAILS* Twice every Month between this Country and the *Cape of Good Hope*, with the *TREASURY MINUTE* thereon.

— No. 1. —

COPY OF CONTRACT.

ARTICLES of AGREEMENT under seal made this 24th day of June in the year 1868 between the Union Steam Ship Company (Limited) hereinafter called "the Company" of the one part and the Most Noble James Duke of Montrose Her Majesty's Postmaster General on behalf of Her Majesty of the other part.

WHEREAS the Company are now performing the service of conveying Her Majesty's Mails between Plymouth and Table Bay (Cape of Good Hope) and divers other services under and by virtue of a contract which is contained in certain Articles of Agreement dated the 2nd day of March 1863 and certain other Articles of Agreement indorsed thereon dated the 12th day of April 1864: And whereas the parties hereto have agreed to enter into the contract hereinafter contained in substitution for the said subsisting Contract but with such power of determining the Contract hereinafter contained and of reviving the said subsisting Contract as hereinafter provided: Now these presents witness that in consideration of the premises each of the parties hereto do hereby for themselves their successors and assigns covenant agree and declare with and to the other of the parties hereto their successors and assigns in manner following (that is to say):—

1. The Contract contained in the said Articles of Agreement of the 2nd day of March 1863 and the 12th day of April 1864 is hereby determined but without prejudice to any right which has accrued thereunder to either of the parties hereto up to the date of these presents: Provided always that the said Contract may be revived under the circumstances and in manner hereinafter mentioned.

Determination of existing contracts.

2. In the construction of this Agreement the word "Letters" shall be understood to mean and include all letters newspapers books patterns and other things transmitted through the post and chargeable and charged with postage and the word "Mails" shall be understood to mean and include all boxes bags or packets of letters newspapers books patterns and other things transmitted through the post and chargeable and charged with postage to whatever country or place they may be addressed or in whatever country or place they may have originated and all empty bags empty boxes and other stores and articles used or to be used in carrying on the Post Office service which shall be sent by or to or from the Post Office.

The definition of terms.

3. The Company will at all times during the continuance of this Agreement or so long as the whole or any part of the service hereby agreed to be performed ought to be performed in pursuance thereof provide maintain keep seaworthy and in complete repair and readiness for the purpose of carrying as hereinafter provided all Her Majesty's Mails which shall at any time and from time to time by the Postmaster General or any of his officers or agents be required to be conveyed twice in each calendar month (each way) between Plymouth and Table Bay (Cape of Good Hope) and between Table Bay and Plymouth a sufficient number of

Company agree to provide a sufficient number of steam vessels to convey mails between Plymouth and Table Bay (Cape of Good Hope) and between Table Bay and Plymouth (each way) twice in each calendar month.

good substantial and efficient steam vessels of adequate power and supplied with first rate appropriate steam engines.

Vessels to be provided with machinery furniture &c.

And manned with certificated officers &c.

And a medical officer.

Vessels purchased or built for the service their officers and crews subject to approval of Postmaster General.

Designs &c. of such vessels to be submitted to Postmaster General (if required).

Such vessels not to be employed until tried under weigh and finally approved.

Departure of vessels.

Vessels shall delay departure from any port for 24 hours if deemed requisite by the Postmaster General or his officers.

4. Such vessels shall be always furnished with all appropriate and necessary machinery engines apparel furniture stores tackle boats fuel lamps oil for lamps and engines tallow provisions anchors cables fire pumps and other proper means for extinguishing fire lightning conductors charts chronometers proper nautical instruments medicines and whatsoever else may be requisite for equipping the said vessels and rendering them constantly efficient for the service hereby agreed to be performed and also manned and provided with competent officers with approximate certificates granted pursuant to the Act or Acts of Parliament in force for the time being relative to the granting certificates to officers in the merchant service and also a medical officer to be approved by the Postmaster General who shall give medical attendance and medicines gratis to all persons conveyed under or by virtue of this Agreement or whose passage may be paid for in whole or in part by the public and with a sufficient number of efficient engineers and a sufficient crew of able seamen and other men such of the said vessels as shall be hereafter purchased by or built for the Company together with their engines equipments officers engineers and crew to be in all respects subject in the first instance and from time to time and at all times afterwards to the approval of the Postmaster General or of such other person or persons as he shall at any time or times or from time to time authorise to inspect and examine the same and the Company shall (if required by the Postmaster General submit the designs plans and sections of every vessel intended to be employed in the performance of this Agreement which shall be hereafter so purchased by or built for the Company to the Postmaster General and be bound to adopt such fittings and scantlings and such dispositions of hatchways as he shall consider suitable and requisite and no vessel which shall be hereafter so purchased by or built for the Company shall be employed under this Agreement until it and its machinery shall have been previously tried under weigh and finally approved as aforesaid. And every vessel which may at any time be employed under this Agreement having been so purchased by or built for the Company shall be so arranged and constructed for the purposes of this Agreement as the Postmaster General may at any time or times direct: Provided nevertheless, that if a case of emergency should arise in which it is shown to the satisfaction of the Postmaster General that there will not be sufficient time for the Company to build a new ship in order to complete the necessary fleet the Company shall be allowed to purchase a ship and such ship shall be treated for the purposes of this Contract as if it had belonged to the Company at the present time.

5. One of such vessels so equipped and manned as aforesaid shall on such days and at such hours as are respectively mentioned in the table hereunder written (until and unless any other days or hours shall under the proviso herein in that behalf contained be substituted instead thereof) and immediately after the mails are embarked put to sea from touch and arrive at the several ports or places respectively mentioned in such table and all such vessels shall convey the said mails as mentioned in such table and all the stipulations matters and things therein contained shall form part of this agreement and be observed and performed by the Company accordingly And the Company shall convey in such vessels from and to and cause to be delivered and received at such of the ports or places mentioned in the said table from or at which the said vessels are to start touch and arrive in performance of this agreement all such mails as shall or may be tendered or delivered to or received by the Company or any of their agents officers or servants by or from the Postmaster General or any of his officers or agents.

6. Should it be deemed by the Postmaster General his officers or agents requisite for the public service that any vessel to be employed under this Agreement should at any time or times delay her departure from Plymouth or Table Bay or any other port from which the mails are to be conveyed under this Agreement beyond the period appointed for her departure therefrom the Postmaster General his officers or agents shall have power to order such delay (not however exceeding 24 hours) by letter addressed by him or them to the master of any such vessel or person acting as such and which shall be deemed a sufficient authority for such detention.

7. The

7. The Company shall convey the mails from Plymouth to Table Bay in 38 days and from Table Bay to Plymouth (calling at the Islands of Saint Helena and Ascension on the first homeward voyage in each calendar month and (during such time as the 28th Clause of the contract shall be in operation) on the second homeward voyage in each calendar month likewise in 38 days which several periods of 38 days respectively are exclusive of stoppages for the purpose of the delivery and reception of mails the duration of which will be from time to time fixed by the Postmaster General. And it is hereby agreed that if the Company shall fail to deliver the said mails within such several periods of 38 days respectively or within the several periods of 35 days 41 days or 38 days respectively hereinafter mentioned or any other periods respectively to be at any time fixed for any modified services in pursuance of this Agreement exclusive of stoppages as hereinafter provided then or in either of such cases and so often as the same shall happen the Company shall forfeit and pay to Her Majesty her heirs and successors the sum of 50 £. for every complete period of 24 hours consumed on the respective voyages beyond the periods hereinbefore respectively specified. Provided always that the full amount of such sums on any one voyage shall never exceed the subsidy or sum payable to the Company in respect of such voyage as hereinafter provided and provided further that the payment of any such sum shall not be enforced against the Company if it be shown by them to the satisfaction of the Postmaster General that the delay has arisen from causes over which they had not and could not have had any control.

Company to convey mails between Plymouth and Table Bay and *vice versa* in 38 days calling on the homeward voyage at Ascension and St. Helena.

Penalty for delay.

8. If at any time or times the Postmaster General shall desire to alter the particular days times or hours of departure from and arrival at any of the ports or places to or from which the mails are to be conveyed under this Agreement he shall be at liberty so to do on giving three calendar months' previous notice in writing of such his desire to the Company at their office in Southampton (provided such alteration do not necessitate an increase of speed) and if the Postmaster General shall desire otherwise to modify the services hereby agreed to be performed (as for example to increase or decrease the frequency of the conveyance of mails between any of the ports or places to or from which such mails are to be conveyed under this Agreement or to extend the conveyance of such mails to any other ports or places not specified in this Agreement) he shall be at liberty so to do on giving reasonable notice to the Company and (save and except as hereinafter provided) on paying to them for such increased or extended services such further consideration and in the event of the services hereby agreed to be performed being reduced on his paying to them such reduced consideration as may in either of such cases be mutually agreed upon between the parties hereto and failing such mutual agreement by arbitration in the manner hereinafter provided and the particular days times and hours of departure from and arrival at any of such ports or places or other services (if any) which may be appointed by any such modification or alteration under this clause shall for the time being be deemed to be the days times and hours of departure and arrival of mails and other services under this Agreement and shall be observed and kept by the Company accordingly.

The Postmaster General may at any time alter the days and hours of departure and arrival on giving to the Company three calendar months' previous notice.

The Postmaster General may at any time otherwise modify the services on reasonable notice to the Company and on certain considerations.

The services as modified or altered to be deemed for the time being those to be performed under this Agreement.

9. If the Company shall fail to provide an efficient vessel at Plymouth in accordance with the terms of this Agreement ready to put to sea on and at the appointed day and hour then and so often as the same shall happen the Company shall forfeit and pay unto Her Majesty her heirs and successors the sum of 500 £. and also the further sum of 500 £. for every successive 24 hours which shall elapse until such vessel actually proceeds to sea on her voyage in the performance of this Agreement.

Penalties for not providing efficient vessels.

10. The Company shall provide on board each of the vessels to be employed for the time being in the service of this Agreement and to the satisfaction of the Postmaster General a proper and convenient place of deposit with secure lock and key for the mails thereby conveyed and the master or commander of such vessel for the time being shall without any charge (other than that herein provided to be paid for the time being to the Company) take due care of and the Company shall be responsible for the receipt safe custody and delivery of the mails and each of such masters or commanders shall make the usual declaration or declarations required or which may hereafter be required by the Postmaster General in such and similar cases and furnish such journals returns and information

The Company to provide suitable place for deposit of mails.

The Master or Commander of the vessels to take charge of the mails.

The Master or Commander to deliver the mails to the Postmaster of the port or place where they are to be delivered and the crew to assist in embarking and disembarking mails.

tion and perform such services as the Postmaster General or any of his agents may require and every such master or commander or officer duly authorised by him having the charge of such mails shall himself immediately on the arrival at any of the said ports or places of any such vessel deliver all mails for such port or place into the hands of the postmaster or other person at such port or place as the Postmaster General shall authorise to receive the same receiving in like manner all the return or other mails to be forwarded in due course and that the crew of each of the said vessels respectively shall assist in embarking and disembarking the mails.

The Company not to receive on board any letters for conveyance other than those contained in Her Majesty's mails.

11. The Company shall not nor shall any of the masters of any of the vessels employed or to be employed under this Agreement receive or permit to be received on board any of such vessels any letters for conveyance other than those contained in Her Majesty's mails or which are or may be privileged by law nor any mails for conveyance on behalf of any colony or foreign country without the consent of the Postmaster General and in case of any such default respectively the Company shall be liable to be proceeded against for a breach of this agreement.

Power for the Postmaster General to have surveyed the vessels purchased or built their machinery and crew.

12. The Postmaster General shall have full power whenever and as often as he may deem it requisite to survey by any of his officers or agents all or any of the vessels employed in the performance of this Agreement which shall hereafter be purchased by or built for the Company except in the case provided for at the end of the 4th Clause of this Contract and the hulls thereof and the engines machinery furniture tackle apparel stores equipments and the officers engineers and crew of every such vessel and for the purposes aforesaid the said vessels shall (if necessary) be opened in their hulls whenever the said officers may require and if any of such vessels or any part thereof or any engines machinery furniture tackle apparel boats stores or equipments shall on any such survey be declared by any of such officers or agents unseaworthy or not adapted to the service hereby agreed to be performed every vessel which shall be disapproved of or in which such deficiency or defect shall appear shall be deemed inefficient for any service hereby agreed to be performed and shall not be employed again in the conveyance of the mails until such defect or deficiency shall have been repaired or supplied to the satisfaction of the said Postmaster General.

The Company their officers &c. to attend to the orders of the Postmaster General or his officers as to delivering and receiving the mails.

13. The Company and all commanding and other officers of the vessels to be employed in the performance of this Agreement and all agents seamen and servants of the Company shall at all times punctually attend to the orders and directions of the Postmaster General his officers or agents as to the mode time and place of landing delivering and receiving mails.

The Postmaster General may require the Company to convey on board the vessels a limited number of naval military or civil officers non-commissioned or warrant officers seamen marines and soldiers with or without their wives and children.

14. The Company will when and as often as in writing they or the masters of their respective vessels are required so to do by the Postmaster General or any person acting under his authority (such writing to specify the rank or description of the person or persons to be conveyed and the accommodation to be provided for him or them) receive provide for victual and convey to from and between the ports or places to from and between which any of the vessels are to proceed in the performance of this Agreement on board every or any of the vessels to be employed in the performance of this Agreement any number of naval military or civil officers or other persons in the service of Her Majesty (not exceeding four in any one ship with or without their wives and children as chief cabin passengers and any number of persons in Her Majesty's service (not exceeding four in any one ship with or without their wives and children as fore-cabin passengers and any number of persons in Her Majesty's service (not exceeding ten in any one ship) with or without their wives and children as third-class passengers to be berthed below deck (due notice being given if practicable to the Company or to their agent at the port of embarkation of all such passengers as may be required to be received provided for victualled and conveyed as aforesaid) and whenever the Company shall convey any persons as third-class passengers other than those hereinbefore specially provided for the Company will provide them with proper accommodation below deck.

Accommodation.

15. And the said Company do also covenant and engage that the first-class passengers and the second-class passengers shall be accommodated in cabins properly fitted up and that the third-class passengers shall be accommodated in hammocks

hammocks or bunks placed between decks subject to the survey and approval of the Naval authorities.

16. And the said Company do hereby also covenant and agree that the messing of the said first-class passengers their wives and children shall be the same as is usually allowed to chief-cabin passengers their wives and children including a reputed pint of good port wine or good foreign white wine and a reputed pint of good sound bottled or draught ale or beer per diem. That the messing of the said second-class passengers their wives and children shall be the same as is usually allowed to second-class passengers their wives and children including a reputed pint of good sound bottled or draught ale or beer per diem but that the said messing shall never be inferior in quantity or quality to that required by the regulations of Her Majesty's transport service and that the victualling of the said third-class passengers their wives and children shall be in accordance with the scale of victualling contained in the said regulations and also that the said rates hereinafter mentioned shall include medical comforts medical attendance (when necessary) mess utensils and fittings articles for table use cooking utensils fuel lights necessaries articles for mess places cabins and berths and all requisite articles of bedding and the freight of baggage according to Government scale and that the messes of the said first-class the said second-class and the said third-class passengers shall be as to their several classes separate and apart from each other.

Messing.

17. And the passage money to be paid for all passengers (other than and except the naval officer in charge of Mails (if any) and his assistant or servant or the civil officer of the Post Office in charge thereof (if any) and his assistant or servant to be conveyed on the requisition of the Postmaster General or any persons acting under or by his authority shall be in full of all charges for mess or victualling and at and after the fares and rates charged by the said Company for ordinary passengers of a similar description and that the said Company shall from time to time and as often as any alteration of rates for passengers may be made by the said Company immediately apprise the Lords Commissioners of the Admiralty thereof.

The passage money to be paid in full of all charge for mess.

18. And the said Company do hereby covenant and promise that returns of the embarkation and disembarkation of all passengers conveyed under this Contract shall be furnished immediately after the departure and arrival of the said vessels respectively and that every claim for payment under this Contract shall be made by invoices (according to a form to be obtained from the office of the Director of Transport Services) to be lodged in the office of the Accountant General of the Navy by the said Company or their successors.

Returns of passengers and claims for passage money when and how made.

19. And the Postmaster General doth hereby (for and on behalf of Her Majesty) further covenant and agree that upon the production to the Director of Transport Services of the orders for the passages together with a certificate under the hand of the Commanding Officer or Officers specifying the numbers of the third-class passengers (men women and children) conveyed with the ages and sexes of the latter and stating the periods during which they have been regularly supplied while on board with provisions as aforesaid and also a certificate under the hand of each first-class passenger and of each second-class passenger respectively of his or her having been landed at the place of his or her destination and properly accommodated and messed during the voyage and specifying the dates (inclusive) during which they were so messed computed from the periods of the first and last dinner meals and upon the lodging of such invoices as aforesaid according to the forms specified in the regulations of Her Majesty's Transport Service bills for the amount which after examination shall be found to be due thereon shall be made out to the said Company or their successors payable by Her Majesty's Paymaster General three days from and after the respective dates thereof.

Payment of passage money how to be obtained.

20. And the passage money for the wives and families of commissioned and civil officers when not ordered to be conveyed at the public expense shall be paid to the Company by the officers themselves at the rates charged to ordinary passengers of a similar description provided however and it is hereby agreed and declared that one-third part of the passage money to be paid to the said Company for the conveyance of any person or persons to be conveyed on the requisition

The passage money for wives and families of officers to be at the ordinary rates.

of the Postmaster General or any persons acting by or under his authority (save and except as aforesaid) as hereinbefore in that behalf provided shall be forfeited to the Company in each and every of those cases in which the order for the conveyance of any such person or persons shall be countermanded save and except in those cases in which such order may be so countermanded for the purposes of the Government provided further that no such or any other forfeiture shall be made or incurred when any such order as aforesaid may be countermanded by reason or on account of the illness of any such person or persons so required to be conveyed as aforesaid or when a fortnight's notice shall have been given to the said Company that such passage will not be required or the vacancy shall have been filled up by some other passenger.

Small packages not exceeding 40 cubic feet in bulk to be received on board and delivered at the places where mails are delivered as often as the Postmaster General or the naval officer in command at the port may require free from all charge.

Naval stores not exceeding 10 tons to be conveyed at the same rate as private goods.

21. The Company will receive on board of every such vessel any number of small packages containing astronomical instruments charts wearing apparel medicines or other articles (not exceeding in bulk 40 cubic feet) and convey and deliver the same to from between and at the said ports or places to from and between which the mails are to be conveyed when and as often as directed by the Postmaster General or any persons acting by or under his authority or by the British naval officer in command of the station or at any port where the vessel may touch free from all costs and charges and also will receive on board of every such vessel and convey and deliver to from and between all or any of the said ports or places when so directed by the Postmaster General his officers or agents or by the British naval officer in command of the station any naval or other stores not exceeding 10 tons in weight or 15 tons or 40 cubic feet each in measurement at any one time in any one vessel at the lowest rate of freight charged by the Company for private goods on receiving from the Postmaster General his officers or agents two days' previous notice of his intention to have such stores so conveyed and the said Company shall from time to time and as often as any alterations of rates for freight of stores may be made by the said Company immediately apprise the Lords Commissioners of the Admiralty thereof and the Company shall in all cases be strictly responsible for the due custody and safe delivery of the said packages articles and stores.

The sums payable by the Company to be considered as stipulated damages.

22. All and every the sums of money hereby stipulated to be paid by the Company unto Her Majesty her heirs and successors shall be considered as stipulated or ascertained damages whether any damage or loss have or have not been sustained and shall and may be retained by the Postmaster General out of any monies payable or which may thereafter become payable to the Company or the payment may be enforced as a debt due to Her Majesty with full costs of suit at the discretion of the Postmaster General provided however that the payment by the Company of any sums of money (by way of penalties) shall not in any manner prejudice the right of the Postmaster General to treat the failure (if any) on the part of the Company to provide a proper vessel or to perform any voyage at or within the times in the said table mentioned as a breach of this agreement.

Commencement and duration of agreement.

23. This agreement shall commence on the 1st day of July 1868 and shall continue in force for eight years and then determine if the Postmaster General shall by writing under his hand or under the hand of the Secretary or one of the Assistant Secretaries of the post offices for the time being have given to the Company or the Company shall have given to the Postmaster General 12 calendar months' previous notice in writing that this Agreement shall so determine but if neither the Postmaster General nor the Company shall give such notice this Agreement shall continue in force even after the said term of eight years until the expiration of 12 calendar months' notice in writing as aforesaid to be given at any period of the year by either of the parties hereto to the other of them.

Payment to the Company for services.

24. And in consideration of the due and faithful performance by the Company of all the services hereby agreed to be by them performed the Postmaster General doth hereby covenant that there shall be paid to the Company (out of such aids or supplies as may be from time to time provided and appropriated by Parliament for that purpose) so long as they shall perform the whole of the said services in the like manner and with such vessels as herein respectively provided (in addition to any other sum or sums that may be payable to the said Company as herein in that

that behalf provided) a subsidy or sum for and in respect of each voyage between Plymouth and Table Bay in either direction which shall be performed in pursuance of this Agreement of the amount hereinafter mentioned and which shall be ascertained and calculated in manner hereinafter provided (that is to say) :—

1. A sum equal to the total amount of the sea postage and British Inland postage which shall be received by the Postmaster General in respect of all letters which shall be conveyed by the Company during such voyage on account of such conveyance and which shall before such conveyance have been posted at or shall after such conveyance be delivered at any place in the United Kingdom.

2. A sum equal to the amount of the sea postage which shall be received by the Postmaster General in respect of all letters which shall be conveyed by the Company during such voyage and which shall before such conveyance have been posted in any one of the colonies of Ascension, St. Helena, Cape of Good Hope or Natal and shall after such conveyance be delivered in any other of such colonies.

3. A sum equal to the total amount of sea postage which shall be received by the Postmaster General in respect of all letters which shall be conveyed by the Company during such voyage on account of such conveyance and which shall have passed through or shall be intended to pass through the United Kingdom to or from any British colony or foreign country.

25. Provided always that the Company shall not be entitled to receive any payment in respect of any letter which shall be a letter sent to or received by a soldier sailor or other privileged person within the meaning of the Acts 3 & 4 Vict. c. 96, s. 53; 10 & 11 Vict. c. 85, s. 6; and 23 & 24 Vict. c. 65, or any of such Acts and all letters within the intent and meaning of this proviso shall be conveyed by the Company free of charge and in no case shall any payment be made to the Company upon the official correspondence or official packets of any kind of Her Majesty's Government nor upon any correspondence of the public on which the postage is or shall be lost to the revenue.

Proviso as to letters of privileged persons' official letters and letters upon which no postage received.

26. The Postmaster General shall as soon as conveniently may be after the 1st day of January the 1st day of April the 1st day of July and the 1st day of October in every year during the continuance of this contract cause an account to be made out and signed by the Receiver and Accountant General for the time being of the General Post Office of all sums of money which shall up to the last preceding of such quarterly days have become payable to the Company in respect of the carriage of letters in pursuance of the preceding clauses of this agreement and every account so made out and signed shall as between the parties hereto be conclusive evidence of the facts stated therein and of the amount due to the Company as aforesaid and such amount shall be forthwith paid to the Company out of such aids or supplies as aforesaid after deducting therefrom any sums of money in respect of forfeitures which the Company may have incurred, in accordance with this contract provided that in case and as often as the rates of postage at present payable in respect of the conveyance of mails between the United Kingdom and the Cape of Good Hope Natal St. Helena and Ascension shall be reduced and the total amount of the sums of money to be received by the Company on any quarterly payment as aforesaid shall by reason thereof be also reduced then the Company shall be entitled to compensation the amount whereof shall, in case of disagreement be fixed by arbitration under the 40th clause of this agreement.

Account to be kept of postage received.

27. On the first voyage in each calendar month from Plymouth to Table Bay the vessel of the Company employed on such voyage shall until 12 calendar months' notice determining this service shall have been given by either party call and deliver and receive mails at the island of St. Helena and the Company shall be entitled to receive out of the revenue of the Colony of St. Helena in respect of such service and in addition to the sums hereinbefore stipulated to be paid a sum of 1,250 £. per annum by quarterly payments which shall become payable on the quarterly days hereinbefore mentioned.

Vessel to call at St. Helena on first outward voyage in each month.

28. The Company shall on receiving reasonable notice from the Postmaster General his officers or agents and thenceforward until such notice shall be countermanded

Vessel to call at Ascension if required

on second outward
voyage in each month.

termended cause the vessel which shall be employed on the second voyage in each calendar month from Plymouth to Table Bay to call and deliver and receive mails at the Island of Ascension and the Company shall be entitled to receive out of such aids and supplies as aforesaid in respect to this service during the continuance thereof in addition to the sums hereinbefore stipulated to be paid the sum of 3,000 *l.* per annum by equal quarterly payments which shall become payable on the quarterly days hereinbefore mentioned.

Company (if required
by the Postmaster
General) to convey a
naval officer and his
assistant or servant in
charge of mails.

29. The Company shall on receiving reasonable notice from the Postmaster General his officers or agents receive and allow to remain on board each of the vessels while employed in the services hereby agreed to be performed and also while remaining at any of the said ports or places and with or without Mails in charge of an officer of Her Majesty's Navy to be appointed by the Postmaster General to take charge of the Mails and also an assistant or servant of the said officer (if required) and every such officer shall be recognised and considered by the Company their officers agents and seamen as the agent of the Postmaster General in charge of the Mails and as having full authority in all cases to require a due and strict performance of this Agreement on the part of the Company their officers servants and agents and to determine so far as relates to the levying of penalties every question whenever arising relating to proceeding to sea or putting into harbour or to the necessity of stopping to assist any vessel in distress or to save human life and the decision of such officer as aforesaid shall in every such case be final and binding on the Company unless the Postmaster General on appeal by the Company shall think proper to decide otherwise Provided however that the words "to determine every question" shall not confer upon such officer the power of control over the Commander of the vessel conveying the Mails. Provided also that if the Postmaster General at any time or times shall think fit he shall be at liberty to substitute for such naval officer and his assistant a servant or civil officer in the service of the Postmaster General to have charge of the Mails and any such last-mentioned officer and also an assistant or servant shall (if required by like notice) be received and be allowed to remain on board each of the said vessels as hereinbefore provided with respect to any such naval officer and his assistant or servant but when any civil officer in the service of the Post Office shall be in charge of the said Mails his duties shall be confined to the Post Office business.

The Postmaster
General may appoint
or substitute a civil
officer in the place of
the naval officer.

A first-class cabin with
bed &c. to be provided
for such naval or civil
officer. The officer to
be victualled by the
Company as a chief
cabin passenger and
his assistant or servant
as a fore-cabin
passenger.

30. In case the Company shall be required to receive and allow to remain on board of any of such vessels any naval or civil officer as aforesaid a suitable first-class cabin with appropriate bed bedding and furniture shall at the cost of the Company be provided and appropriated by them for the exclusive use and accommodation of every such naval or civil officer and each of such officers shall be victualled by the Company as a chief-cabin passenger without any charge being made either for his passage or victualling except as hereinafter provided and should any of such officers require an assistant or servant such assistant or servant shall also be provided with a proper and suitable berth and be duly victualled by and at the cost of the Company except as aforesaid as a fore-cabin passenger.

The Company to pro-
vide suitable accommo-
dation for sorting and
making up the mails
and if required to erect
a sorting room.

31. The Company shall (on receiving like notice) provide on board each of the vessels to be employed under this Agreement all necessary and suitable accommodation to the satisfaction of the Postmaster General for the purpose of sorting and making up the Mails thereby conveyed and on being required by the Postmaster General so to do shall erect on each of such vessels a separate and convenient room the actual cost of erecting such sorting-room and of providing all such furniture lamps and other conveniences as may be necessary or convenient for the purpose of sorting and making up such Mails being paid for by the Postmaster General but such furniture lamps and other conveniences being cleaned and kept in repair and the oil for the lamps supplied by the servants and at the cost of the Company.

To convey the officer
in charge of the mails
on shore.

32. In case the Company shall convey as aforesaid any such naval officer or civil officer having charge of the Mails he shall whenever and as often as by him deemed practicable or necessary and either with or without his assistant or servant (if any) be conveyed on shore and also from shore to the vessel employed for the time being in the performance of this Agreement together with or (if such officer shall consider it requisite for the purposes of this Agreement so to do) without Mails in a suitable and seaworthy boat of not less than four oars

to

to be furnished with effectual covering for the Mails and properly provided manned and equipped by the Company and the directions of such officer shall in all cases be obeyed as to the mode time and place of delivering and receiving such Mails and the said Postmaster General will pay or cause to be paid to the said Company (out of such aids or supplies as aforesaid) for such last-mentioned additional services in relation to the conveyance of an officer and his assistant or servant (if any) and providing accomodation for sorting the Mails a sum after the rate of 2,000 *l.* a year.

33. The Company shall (on receiving reasonable notice from the Governor for the time being of the Cape of Good Hope) convey or cause to be conveyed in manner hereinbefore mentioned the mails from Plymouth to Table Bay and from Table Bay to Plymouth calling at the Islands of Ascension and St. Helena in 35 days instead of 38 days exclusive of stoppages for the purposes of the delivery and reception of Mails the duration of which will be from time to time fixed by the Postmaster General as hereinbefore provided on the said Governor agreeing to pay or causing to be paid to the Company out of the revenue of such Colony for such accelerated service a sum after the rate of 4,000 *l.* a year and the Company shall on receiving like notice from the said Governor cause each and every of the vessels to be employed in the service hereby agreed to be performed to proceed on the outward voyage from Table Bay to Algoa Bay and on the homeward voyage to start from Algoa Bay and proceed to Table Bay and each of such voyages from Table Bay to Algoa Bay and from Algoa Bay to Table Bay shall be performed in the period of three days in addition to the periods of 38 days or 35 days as hereinbefore in that behalf respectively provided and so that each entire voyage between Plymouth and Algoa Bay (whether such vessels may or may not be required as hereinbefore in that behalf provided to call at the Islands of St. Helena and Ascension or either of them) and between Algoa Bay and Plymouth calling at each of the said Islands may be performed in 41 days or 38 days exclusive of the necessary stoppages at Table Bay for the reception and delivery of Mails as hereinbefore in that behalf respectively provided on the said Governor agreeing to pay or causing to be paid to the company out of the revenue of such Colony for such extended services a sum after the rate of 4,000 *l.* a year. Provided however and it is hereby agreed and declared that such extended service may be performed by another suitable vessel to be provided at the cost and expense of the Company and to be approved of by or on behalf of the Postmaster General other than that employed in the conveyance of Mails between Plymouth and Table Bay and Table Bay and Plymouth.

To convey (if required by the Governor of the Cape of Good Hope) mails within 35 days between Plymouth and Table Bay and *vice versa*.

And to extend the service to Algoa Bay.

34. All such hereinbefore mentioned several sums after the rate of 1,250 *l.* 3,000 *l.* 2,000 *l.* 4,000 *l.* and 4,000 *l.* or such of them as shall for the time being be payable to the Company or a proportionate part thereof respectively shall be paid to the Company in addition to the subsidy or sum for the time being payable to the Company as hereinbefore provided in the manner and at the times hereinbefore mentioned (or to be agreed upon between the said Governor for the time being of the Cape of Good Hope and the Company as the case may be) for the payment thereof.

The consideration for such accelerated additional and extended services to be paid for in addition to annual subsidy.

35. The whole postage of the Mails conveyed in the vessels to be employed under this Agreement whether carried from or out of Her Majesty's dominions or otherwise shall belong to Her Majesty and shall be at the disposal of Her Majesty's Postmaster General.

The postage of all mails to belong to Her Majesty.

36. The Company shall not assign underlet or dispose of this Agreement or any part thereof without the consent of the Postmaster General signified in writing under his hand or under the hand of the secretary or one of the assistant secretaries of the Post Office and in case of the same or any part thereof being assigned underlet or otherwise disposed of or of any great or habitual breach of this Agreement or any covenant matter or thing herein contained on the part of the Company their officers agents or servants and whether there be or be not any penalty or sum of money payable by the Company for any such breach it shall be lawful for the Postmaster General if he shall think fit (and notwithstanding there may or may not have been any former breach of this Agreement by writing under his hand or under the hand of the secretary or one of the assistant secretaries of the Post Office to determine this Agreement without any previous notice to the Company or their agents nor shall the

Contract not to be assigned.

The Postmaster General may determine this Agreement in case of any breach by the Company without any previous notice.

the Company be entitled to any compensation in respect of such determination.

If when the Agreement terminates any vessel shall have started with the Mails the voyage to be continued as if this Agreement had remained in force.

37. If on the determination of this Agreement any vessel or vessels shall have started or shall start with the Mails in conformity with this agreement such voyage or voyages shall be continued and performed and the Mails be delivered and received during the same as if this Agreement had remained in force with regard to any such vessels and services and with respect to any such vessels and services as last aforesaid this Agreement shall be considered as having terminated when such vessels and services shall have reached their port or place of destination and been performed.

As to service of notices.

38. All notices or directions which the Postmaster General his officers agents or others are hereby authorised to give to the Company their officers servants or agents (other than any notice of termination of this Agreement) may (at the option of the Postmaster General his officers agents or others) be either delivered to the master of any of the vessels or other officer or agent of the Company in the charge or management of any vessel employed in the performance of this Agreement or left for the said Company at their office or place of business in Southampton or the Cape of Good Hope or at their or any of their last known place of business or abode and any notices or directions so given or left shall be binding on the Company. Provided always that any notice of termination of this Agreement shall be served on the Company their officers servants or agents at their office in Southampton.

Admiralty may purchase or charter vessels of Company at rates to be agreed on but in case of difference as to such rates or damages consequent upon such purchase or hiring same to be settled by arbitration.

39. The Lords Commissioners of the Admiralty for the time being shall at any time during the continuance of this Agreement in case of great public emergency have power to purchase all or any of the said vessels at a valuation or to charter the same exclusively for Her Majesty's service at a rate of hire to be mutually fixed and agreed on by the said Commissioners and the Company but if any difference should at any time or times arise as to the amount of valuation or hire so to be paid or as to the amount of damages consequent upon such purchase or hiring such difference shall be referred to two arbitrators or an umpire to be chosen respectively as hereinafter provided and the said Commissioners in the case of hiring any such vessel shall return the same to the Company in the same state and condition as she was in at the time of any such hiring (reasonable wear and tear excepted) and if any difference should arise upon that point the same shall be settled in the same manner as the amount for the hiring is to be settled in case of difference and in case of such purchase or hire the service hereby agreed to be performed shall be performed by other vessels of the Company of a similar description to the vessel or vessels purchased or hired if they can in due and proper time furnish them (such other vessels as to construction machinery equipment officers and crew to be subject to the like approval as other vessels employed under this Agreement) but in case the Company shall be unable to furnish such other vessels it shall be lawful for them to determine this Agreement from the date of such purchase or hire and in the event of the Company being allowed by the Postmaster General to continue to perform only a portion of the said service there shall be paid to them such annual sum of money as shall be agreed upon by the Postmaster General and the Company and in case of their differing as to the amount such difference shall be settled by the arbitrators or an umpire to be chosen respectively as aforesaid.

If vessels purchased or hired service to be performed by other similar vessels of Company if they can be obtained but if not Company may determine Agreement.

And if Company perform only part of the service the annual amount to be paid to the Company to be settled by arbitration in case of difference.

Disputes to be referred to arbitration.

40. If at any time during the continuance of this Agreement or after the determination thereof any dispute shall arise between the parties hereto their executors and administrators successors or assigns respectively concerning any breach or alleged breach by or on the part of the Company of this Agreement or the sufficiency of any such breach to justify the Postmaster General in putting an end to the same or concerning the amount of consideration to be paid to or allowed by the said Company (as the case may be) for such altered services as hereinbefore in that behalf mentioned or concerning any of the covenants matters or things herein contained or in anywise relating thereto and notwithstanding the power herein contained to determine this agreement and any execution or attempted execution of such power such dispute shall be referred to two arbitrators one to be chosen from time to time by the Postmaster General and the other by the Company and if such Arbitrators should at any time or times not agree in the matter or question referred to them then such question in difference shall

shall be referred by them to an umpire to be chosen by such arbitrators before they proceed with the reference to them and the joint and concurrent award of the said arbitrators or the separate award of the said umpire when the said arbitrators cannot agree shall be binding and conclusive upon both parties.

41. Any submission to arbitration in pursuance of this agreement shall be made a rule of any of Her Majesty's Courts of Record pursuant to the statute in that case made and provided on the application of either party.

Any submission to arbitration to be made a rule of court.

42. In pursuance of the provisions contained in an Act of Parliament passed in the 22nd year of the reign of his late Majesty King George the Third, intituled "An Act for restraining any Person concerned in any Contract Commission or Agreement made for the Public Service from being elected or sitting and voting as a Member of the House of Commons" no Member of the House of Commons shall be admitted to any share or part of this agreement or to any benefit to arise therefrom.

No Member of the House of Commons to participate in Agreement.

43. This Agreement shall not be binding until it has lain upon the Table of the House of Commons for one month without disapproval unless it be previously approved by a Resolution of the said House of Commons.

This agreement not to be binding until it has lain on the Table of the House of Commons for one month or been previously approved.

44. The Company shall be entitled to the subsidy hereinbefore contracted to be paid to them in addition to certain subsidies to which they may be entitled under Agreements which have been or shall be entered into between them and the respective Governments of the Colonies of Ascension St Helena Cape of Good Hope and Natal and in case at any time during the continuance of this Agreement by reason of the last-mentioned Agreements or any of them being determined or otherwise they shall so desire it shall be lawful for the Company by notice in writing signed by the secretary of the Company and sent by post to the secretary of the General Post Office to determine this Agreement at the expiration of six calendar months from the service of such notice and thereupon the Agreements which were subsisting between the parties hereto immediately before the execution of these presents shall be revived and shall thenceforward continue to be subsisting Agreements binding on the parties hereto respectively in the same manner in all respects as if these presents had not been executed.

Subsidy to be additional to those paid by Colonies.

If agreements with Colonies determined Company to have power to determine this.

In witness whereof the said Company have caused their common seal to be hereunto affixed and the said Postmaster General hath hereunto set his hand and seal the day and year first above written.



MONTROSE

L. S.

The common seal of the within-named Union Steam Ship Company (Limited) was affixed hereto by the authority of us the undersigned being three of the Directors in pursuance of a previous resolution of the Board.

THOMAS HILL.
ALFRED GILES.
EDWARD DIXON.

Signed sealed and delivered by the within-named James Duke of Montrose Her Majesty's Postmaster General in the presence of

J. L. du Plat Taylor, Private Secretary,
General Post Office.

THE TABLE above referred to of the CAPE of GOOD HOPE DOUBLE MAIL PACKET SERVICE.

OUTWARD.					HOMEWARD.				
Number of Voyage.	Leave Plymouth, 8 A.M. (a.)	Arrive at and leave Ascension. (b.)	Arrive at and leave St. Helena. (b.)	Arrive at Table Bay.	Number of Voyage.	Leave Table Bay.	Arrive at and leave St. Helena. (c.)	Arrive at and leave Ascension. (c.)	Arrive at Plymouth.
	1868 :	1868 : About	1868 : About	1868 :		1868 :	1868 : About	1868 : About	1868 :
	July - 10	- - -	August - 5	August - 17		September 4	September 13	September 17	October - 13
	" - 25	<i>August - 15</i>	- - -	September 1		" - 19	" 28	<i>October - 2</i>	" - 28
	August - 11	- - -	September 6	" - 18		October - 4	October - 13	" - 17	November 12
	" - 25	<i>September 15</i>	- - -	October - 2		" - 19	" 28	<i>November 1</i>	" - 27
	September 10	- - -	October - 6	" - 18		November 4	November 13	" - 17	December 13
	" - 25	<i>October - 16</i>	- - -	November 2		" - 19	" 28	<i>December 2</i>	" - 28
	October - 10	- - -	November 5	" - 17		December 4	December 13	" - 17	1869 : January - 12
	" - 25	<i>November 15</i>	- - -	December 2		" - 19	" 28	<i>1869 : January 1</i>	" - 27
	November 10	- - -	December 6	" - 18		1869 : January - 4	1869 : January 13	" - 17	February 12
	" - 25	<i>December 16</i>	- - -	1869 : January - 2		" - 19	" 28	<i>February 1</i>	" - 27
	December 10	- - -	1869 : January - 5	" - 17		February 4	February 13	" - 17	March - 15
	" - 25	<i>1869 : January - 15</i>	- - -	February 1		" - 19	" 28	<i>March - 4</i>	" - 30
	1869 : January - 10	- - -	February - 5	" - 17		March - 4	March - 13	" - 17	April - 12
	" - 26	<i>February - 16</i>	- - -	March - 5		" - 19	" 28	<i>April - 1</i>	" - 27
	February 10	- - -	March - 8	" - 20		April - 4	April - 13	" - 17	May - 13
	" - 25	<i>March - 18</i>	- - -	April - 4		" - 19	" 28	<i>May - 2</i>	" - 28
	March - 10	- - -	April - 5	" - 17		May - 4	May - 13	" - 17	June - 12
	" - 25	<i>April - 15</i>	- - -	May - 2		" - 19	" 28	<i>June - 4</i>	" - 27
	April - 10	- - -	May - 6	" - 18		June - 4	June - 13	" - 17	July - 13
	" - 25	<i>May - 16</i>	- - -	June - 2		" - 19	" 28	<i>July - 2</i>	" - 28
	May - 11	- - -	June - 6	" - 18		July - 4	July - 13	" - 17	August - 12
	" - 25	<i>June - 15</i>	- - -	July - 2		" - 19	" 28	<i>August - 1</i>	" - 27
	June - 10	- - -	July - 6	" - 18		August - 4	August - 13	" - 17	September 12
	" - 25	<i>July - 16</i>	- - -	August - 2		" - 19	" 28	<i>September 1</i>	" - 27

(a.) When the 10th and 25th of the month fall on Monday, the packets will leave Plymouth on the following day.

(b.) The packets are not to be detained here longer than necessary for the landing and embarkation of the mails.

(c.) Six hours are allowed on the homeward voyage for stoppage at St. Helena, and six hours for stoppage at Ascension.

The entries in italic will come into operation under the conditions of Clause 28.

— No. 2. —

COPY of TREASURY MINUTE, dated 29th June 1868.

LET a copy of the above contract, and of the correspondence relating thereto, which sufficiently sets forth the grounds upon which their Lordships have authorised the contract, be laid upon the table of the House of Commons.

Inform Postmaster General of the date when the contract is laid upon the Table of the House of Commons.

— II. —

COPY of CORRESPONDENCE between the Treasury, Admiralty, and Post Office relative to the Conveyance of the MAILS Twice every Month between this Country and the *Cape of Good Hope*.

— No. 1. —

Secretary of the Union Steam Ship Company to Mr. *F. Hill*.

Union Steam Ship Company, Limited,
Southampton, January 29, 1867.

Sir,

THE Directors of this Company have been informed that the postal service between this country and the colonies of the Cape of Good Hope and Natal, *vid* Mauritius, does not, under existing circumstances, realise the expectations that were formed in regard to it, and that one of the colonial Governments interested (that of Natal) is contemplating its discontinuance.

Under these circumstances it would appear to be desirable to establish a bi-monthly service *direct* to the Cape, as the best means of meeting the requirements of these colonies, and the Directors beg, therefore, to submit for the consideration of the Postmaster General the following proposals :—

As the Directors are aware that objections might be raised by his Grace to the payment of the subsidy from the Imperial exchequer, which would be required for the working of the additional line of steamers, they would propose, under certain conditions, to undertake the performance of the bi-monthly postal service for the postage derived from the correspondence, in addition to the subsidies they may receive from the colonial Governments interested.

The conditions in regard to the postage to be paid to the Company might be taken as specified in the enclosed copy of a letter addressed to you on this subject, dated 12th December 1862, excepting that the entire amount of the postage should be given instead of the sea postage.

From the time of the commencement of the bi-monthly service the subsidy now paid by Her Majesty's Government to the Company should cease, and that the duration of the proposed contract should be nine years from that time, or seven years from the expiration of the present contract.

The Directors having had from time to time the question of their outward bound packets calling at Ascension brought to their notice, both by the Post Office and the Admiralty, would be willing that one line of steamers should call at that island upon receiving a payment of 3,000 *l.* per annum. The enclosed letter, dated 9th January 1867, may be useful as referring to this point.

They desire to stipulate that Southampton should be the port of departure and arrival of all the packets, and as they must look to the goods and passenger traffic for yielding the chief part of the revenue of the service, that they may be relieved from the Admiralty survey of the vessels employed.

The arrangements regarding St. Helena to stand as at present.

With regard to the conveyance of Government passengers, they would stipulate

late that they should be in all respects treated as private passengers, not only in regard to the rates of passage to be charged, but also as to engaging passage and payment of passage-money. The Company, however, would agree to the continuance of the present regulations as to baggage and wine allowance, and as to the conveyance of Government stores.

In other respects the terms and conditions of the present contract, including penalties for delay, would be taken as applying to the proposed service.

The Directors would be prepared to enter upon this additional service at an early date, upon the condition that they should be at liberty to discontinue it in the event of the Colonial Governments declining to contribute the required subsidies.

F. Hill, Esq.

I have, &c.
(signed) G. Y. Mercer, Secretary.

Enclosure 1, in No. 1.

COPY of LETTER from the Union Steam Ship Company to the Secretary of the Post Office, dated 12th December 1862.

Union Steam Ship Company, Limited,
Southampton, 12 December 1862.

Sir,

REFERRING to the letter of the Directors, addressed to the Postmaster General, of the 1st instant, proposing to perform the Cape Mail Service for the amount of postage, and to our conversation on the 2nd instant, I am instructed by the Board to state that that proposal was made, subject to the general conditions of the form of tender; but, as I explained to you at our interview, the Directors expected to receive the whole of the postage on letters, newspapers, and books. You then stated that only *half* the postage on newspapers, and *one-third* the postage on books, was considered sea postage.

Present proposal is for the entire postage.

If, therefore, they are only to receive these proportions of the postage on newspapers and books, they will sustain a diminution on the revenue they expected of at least 1,600*l.* a year. It must be understood therefore that in consenting to such loss they are not to be obliged to provide accommodation for a mail officer, unless on receiving an additional payment of 600*l.* a year; and further, that the penalties for delay on the voyage are not to be compulsory, but conditional. At the same time, they are willing that such penalties should be made compulsory, whenever the Postmaster General requires it, on the payment of 1,000*l.* a year.

Same condition only substitute 1,200 l. for 600 l.

£. 2,000. for 1,000 l.

With special reference to the following points, I am directed to state:—

Say seven years from March 1870, or nine years from date of commencement of new Agreement.

1st. That the term of the contract was to be seven years, subject to a year's notice after the first six years, from either party, for its termination, and the time for the voyage each way 38 days, including stoppages. The Directors will, however, agree to perform the voyages in 36 days, including stoppages, instead of 38 days, upon the payment of 5,000*l.* per annum additional.

Substitute 1 s. for 10 d.

*Accept 10 d. if Natal Government pay subsidy of 2,000*l.* per annum for additional line, and 2,000*l.* per annum for original line, as before establishment of Mauritius service.*

** Agreed to.*

2. The amount of the whole postage was understood to be based on 9*d.* a single letter; but if the postage be increased to 1*s.*, the Directors will agree to receive 10*d.* a letter for all single letters, excepting those for Natal, in which case they will accept 9*d.*, and except also soldiers and seamen's letters, the postage on which being only 1*d.*, the Directors will not require anything for sea conveyance; * and except also foreign letters* the sea postage of which, under conventions with foreign countries, is less than 10*d.* per single letter; in the latter cases the Directors will agree to accept the sea postage, whatever it may be.

Agreed to.

3. It is agreed that all official letters of Her Majesty's Government shall be carried free, and that no charge shall be made for letters the postage of which, through non-delivery or otherwise, shall be lost to the British revenue.

4. With reference to Article 7, it is understood that, except a penalty of 500*l.* for not providing a vessel at the English port of departure (and for this purpose Southampton must be considered the port of departure), ready to put to sea at the appointed time, the penalty of 500*l.* mentioned in this article is not to be levied when the cause of omission or delay is beyond the control of the Directors.

Substitute 3,000 l. for once a month; carry on present Agreement.

This article is not required.

5. With reference to Article 3, the Directors will require an additional 8,000*l.* per annum if the vessels are to call at Ascension and St. Helena on the outward voyage, or 2,000*l.* if at Ascension only, and 5,000*l.* if at St. Helena only.

6. With reference to Article 5, the Directors will require 4,000*l.* a year additional, and three days more time, exclusive of stoppages, if the service be extended to Algoa Bay, with liberty to transfer the mails to another steamer.

7. The Directors will agree to the amount of the postage being ascertained by weight.

8. With reference to the postal arrangements for *ships letters*, the Directors believe they would be exposed to very great loss in the event of steamers proceeding to, or calling at the

the Cape, taking a ship mail, which would be subject to a lower rate of postage than that by mail packets; and while it is understood that the Postmaster General would be free to make any arrangements for letters by *sailing ships*, the Directors consider it necessary to ask for protection by the postage by other *steamers* being made equal to the established rates by packet, and the Company to receive 8*d.* per single letter on all letters so conveyed. The Directors must also stipulate, that if during the period of their contract, a contract should be entered into for an additional line of mail steamers to the Cape, they should be indemnified for any loss of postage which such additional line of mail steamers may cause to them.

9. The Directors will be prepared to commence the service forthwith on agreement of terms, leaving the execution of the contract to a future day.

To the Secretary of the
Post Office.

I beg, &c.
(signed) *G. Y. Mercer*, Secretary.

Enclosure 2, in No. 1.

COPY of LETTER from the Director of Transports, Admiralty, to the Agents of the Union Steam Ship Company, 9 January 1867.

(Immediate Messenger.)

Admiralty, Somerset House, W.C.
9 January 1867.

Gentlemen,

REFERRING to my letters of the 12th and 21st ultimo, and 8th instant, ordering passage to Ascension for Captain Wilmshurst, R.N., and his servants, I request that you will inform me whether you will land these passengers at their destination on the *outward* voyage, and whether any or what additional charge will be preferred, observing that it is desirable that they should be landed if practicable.

A reply *by bearer* is requested.

The Agents of the
Union Steam Ship Company.

I am, &c.
(signed) *W. R. Mends*.

— No. 2. —

Mr. *F. Hill* to Secretary of the Union Steam Ship Company.

Sir,

General Post Office, 2 March 1867.

HAVING submitted to the Postmaster General your letter of the 29th January last, containing an offer from the Union Steam Ship Company to perform, under a contract to extend over nine years, a mail service twice a month between this country and the Cape of Good Hope direct, instead of once a month only as at present, upon condition of receiving as their remuneration from this office (in lieu of the present subsidy, and apart from any subsidy which they may obtain from the colonies interested) the postage, sea and inland, of the correspondence conveyed by packet to and from the Cape; and also on condition that Southampton be the port for the embarkation and the disembarkation of the Mails, I am desired by his Grace to inform you that, inasmuch as the acceptance of the Company's offer would involve large and important changes in the conditions under which tenders were invited for the service now performed by them, he would not feel himself warranted in agreeing to their proposals without first throwing open the service to public competition in the usual way; and I am accordingly to inquire whether the Company would desire that such a course should be taken.

G. Y. Mercer, Esq.,
Secretary, Union Steam Ship Company, Limited.

I am, &c.
(signed) *F. Hill*.

— No. 3. —

Secretary of the Union Steam Ship Company to Mr. *Frederic Hill*.

Union Steam Ship Company, Limited,
Southampton, 13 March 1867.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of 2nd March, No. 188, S, informing the Directors that their proposal for the establishment of a mail service twice a month direct to the Cape of Good Hope, involves im-
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portant changes in the conditions upon which the existing contract is based, and inquiring whether they would desire that the service should be thrown open to public competition.

I am desired by the Directors to state that they are not prepared to adopt that suggestion, but they would call the Postmaster General's attention to the advantages of the proposed change, which will not only relieve the Imperial exchequer of a considerable annual loss, namely, the difference between the amount of the subsidy paid to the Company for the service once a month, and the amount of the postage received, but also confer a great benefit to the public by giving a regular mail service between this country and the Cape Colonies and Natal twice, instead of once, a month, without calling upon the Government of this country for any payment for such additional service.

The Directors would also revert to the favourable reports which the Postmaster General has been pleased to make, from time to time, on the manner in which the Cape Packet Service has been performed by this Company, and submit this as a guarantee for their carrying out the semi-monthly service to the satisfaction of the Government and the public.

If the stipulation made in my letter of 29th January, to substitute Southampton for Plymouth, as the port of arrival and departure, should not meet with the approval of the Postmaster General, the Directors are prepared to withdraw it, if it is desired.

In the event of arrangements being concluded at an early period, the Company would be prepared to commence the new service in July next.

F. Hill, Esq.

I have, &c.
(signed) *G. Y. Mercer,*
Secretary

— No. 4. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office,
27 March 1867.

THE direct mail communication between this country and the Cape of Good Hope is maintained by a line of mail packets running once a month between Plymouth and Cape Town, under a contract entered into with the Union Steam Ship Company, in accordance with the authority conveyed to my predecessor in a letter from your Lordships' Board, dated the 9th July 1863.

By the terms of that contract, the payment to be made to the Company was fixed at a sum for the first year of 25,000 £., decreasing annually until it should reach 15,000 £.; but by a further agreement, authorised by the Treasury Letter of the 18th January 1864, a commuted payment of 19,700 £. a year for the whole term of the contract was substituted for the payment originally agreed upon.

I have now received a letter from the Union Steam Ship Company, offering to double the service between this country and the Cape, *i.e.*, to despatch two packets a month instead of only one packet, in consideration of receiving, in lieu of the present subsidy paid from the Imperial revenue, the whole of the postage, sea and inland, derived from the correspondence conveyed by the packets, in addition to the subsidies which the Company expect to receive from the Colonies interested.

Attached to this offer are certain conditions, which I will briefly recapitulate:—

1. The contract to be for nine years from the time of the commencement of the bi-monthly service or seven years from the expiration of the present contract; but the Company to be at liberty to discontinue it in the event of the Colonial Governments declining to contribute the required subsidies.

2. The Company to be relieved from the Admiralty survey of the vessels employed in performing the service.

3. The arrangements regarding the packets calling at St. Helena, on the outward voyage, as sanctioned by the Treasury Letter of the 28th March 1866, to remain unchanged.

4. Government

4. Government passengers to be treated in all respects as private passengers, not only in regard to the rates of passage money to be charged, but also as to engaging their passages and the payment of their fares. The present regulations, however, as regards baggage, wine allowances, and the conveyance of Government stores, to continue in force.

5. The Company make a further offer to call at the Island of Ascension on one of the two outward voyages per month (they at present call there on the homeward voyage only), upon receiving a payment of 3,000 *l.* per annum.

6. In other respects, the terms and conditions of the present contract, including penalties for delay, would be taken as applying to the proposed service.

The revenue derived from the sea postage of the correspondence conveyed by the Cape packets during the past twelve months amounts to 15,120 *l.* to which if the British inland postage (1,512 *l.*) be added, we have a total of 16,632 *l.*; and since, as already stated, the Imperial Government pays 19,700 *l.* a year for the present monthly service, a saving of about 3,000 *l.* a year would be effected by accepting the Company's offer. Moreover, the public would have the important advantage of two direct services per month with the Cape instead of only one.

Under these circumstances, I am of opinion that the Company's offer would be highly advantageous, and that, with one or two modifications, it should be accepted.

I recommend that the agreement be for seven years from the commencement of the double service, instead of for seven years from the expiration of the present agreement, as proposed; seven years being the longest period for which it is usual to contract; and that, in the event of the agreement being terminated under the circumstances mentioned in Condition 1, the contract now in force shall revive, and have the same effect as if it had never been cancelled.

I recommend further, that the payment to be made by the mother country be limited to the postage—sea, and British inland—which it derives from the packets, leaving the Company to make their own arrangements with the Colonies from which they expect to receive subsidies, for obtaining the Colonial inland rate on the correspondence conveyed.

If your Lordships concur, I request that you will be pleased to authorise me to accept the Company's offer to double the service, subject to the modifications proposed in the two preceding paragraphs.

As regards the question of calling at Ascension, once a month, on the outward voyage, for a payment of 3,000 *l.* a year, I have only to state that, upon postal grounds, I am quite unable to advise your Lordships to entertain the Company's proposal; but it may be well to secure, in the new contract, a power to obtain this service, on the terms named, if your Lordships should ever desire to exercise the power.

I have, &c.,
(signed) *Montrose.*

The Lords Commissioners of the Treasury.

— No. 5. —

COPY of TREASURY MINUTE, dated 6th May 1867.

TRANSMIT copy of this letter to Mr. Romaine, and request that, in laying the same before the Lords Commissioners of the Admiralty, he will state to their Lordships that my Lords are of opinion that the great advantage which would accrue to the public by the establishment of a second packet service each month to the Cape of Good Hope, involving at the same time a decreased expenditure from Imperial funds, would fully warrant them in at once accepting the offer of the Union Steam Ship Company, modified as proposed by the Postmaster General; but before, however, coming to a final decision in the matter, they would be glad to be furnished with any observations which their Lordships of the Admiralty may be disposed to favour them on the subject.

— No. 6. —

EXTRACT from a LETTER from the Secretary to the Admiralty to the Secretary to the Treasury, dated 20th May 1867.

My Lords object to the proposal that they should forego the existing privileges, as regards public servants taking passage in the packets, and they have seen no reason to alter the opinion they expressed on a former occasion, that the public should not, by the discontinuance of the Admiralty surveys, be deprived of the security they at present enjoy, as to the efficiency of the vessels and their machinery for so long a voyage.

My Lords request you will lay these observations before the Lords Commissioners of Her Majesty's Treasury, adding that in their opinion it is necessary to retain the stipulations in Clauses 12 to 18 of the existing contract (which are common to all mail contracts) with reference to accommodation, messing, and mode of payment for Government passengers, as various complications and difficulties will arise if they be departed from.

— No. 7. —

COPY of TREASURY MINUTE, dated 1 June 1867.

TRANSMIT an extract from this letter to the Postmaster General, and with reference to his Grace's letter of the 27th of March last, state that, subject to the modifications proposed by the Lords of the Admiralty and by the Postmaster General, and also to the ultimate approval of Parliament, my Lords authorise him to accept the offer of the Union Steam Ship Company to double the mail service between this country and the Cape of Good Hope; that is to despatch two packets a month instead of one.

As regards the question of calling at Ascension once a month, on the outward voyage, for a payment of 3,000 *l.* a year, my Lords agree with the Postmaster General, that it may be well to secure in the new contract a power to obtain this service on the terms named, if it should ever be deemed advisable to have such a service carried out.

— No. 8. —

Mr. *F. Hill* to Secretary of the Union Steam Ship Company.

General Post Office,
12 June 1867.

Sir,

I AM directed by the Postmaster General to request that you will inform the Directors of the Union Steam Ship Company that his Grace has been in communication with the Lords Commissioners of Her Majesty's Treasury on the subject of the proposal made by the Company to double the mail packet service between Plymouth and the Cape of Good Hope.

Subject to the modifications hereinafter stated, and to the ultimate approval of Parliament, their Lordships have been pleased to authorise his Grace to accept the Company's offer.

MODIFICATIONS PROPOSED.

1. Her Majesty's Government cannot agree to the stipulation that the Company shall be relieved from the usual Admiralty survey of the vessels employed in performing the service.

2. Nor can they agree to the proposal that Government passengers shall be treated in all respects as private passengers, not only in regard to the rates of passage money to be charged, but also as to engaging their passages, and the payment of their fares; and the present regulations affecting Government passengers must therefore be maintained.

5. The

3. The agreement to be for seven years, from the commencement of the double service, instead of for seven years from the expiration of the present agreement, as proposed by the Company (seven years being the longest period for which it is usual for this department to contract); and, in the event of the agreement being terminated under the circumstances specified in Condition No. 1 below, the contract now in force shall revive and have the same effect as if it had never been cancelled.

4. The payment to be made by the mother country to be limited to the postage, sea and British inland, which it derives from the correspondence conveyed by the packets; the Company making their own arrangements with the Colonies, from which you state they expect to receive subsidies for obtaining the colonial inland rate on the correspondence conveyed.

CONDITIONS AGREED TO.

1. The Union Steam Ship Company to double the service between Plymouth and the Cape; *i. e.*, to despatch two packets a month, instead of only one packet; the remuneration made to the Company by the Imperial Post Office to be in lieu of the present subsidy, and in addition to any payments which they may receive from the Colonies interested. In the event, however, of the Colonial Governments declining to contribute the required payments, the Company to be at liberty to put an end to the agreement.

2. The arrangements regarding the packets calling at St. Helena on the outward voyage, as sanctioned by the letter from this office of the 3rd March 1866, to remain unchanged.

3. The Postmaster General to have the power, should he at any time desire to exercise it, of requiring that one of the two packets per month shall call at the Island of Ascension on the outward voyage, upon making to the Company an additional payment of 3,000 *l.* per annum.

4. In all other respects than the foregoing, the terms and conditions of the present contract (including penalties for delay) to be taken as applying to the present service.

It is understood that no postage shall be accounted for to the Company in respect of the official correspondence of Her Majesty's Government conveyed by their packets, nor of any letters upon which, owing to non-delivery or otherwise, the postage due to the British Post Office has not been collected; and further, that the total amount of postage to be paid to the Company shall be reckoned, according to the net weight of the several classes of correspondence, in bulk instead of by the piece.

Upon being informed that the Directors of the Union Steam Ship Company agree to the modifications above mentioned, the Postmaster General will at once cause a draft agreement to be drawn up and sent to the Directors for examination.

G. Y. Mercer, Esq.,
Union Steam Ship Company.

I am, &c.
(signed) *F. Hill.*

— No. 9. —

Secretary of the Union Steam Ship Company to Mr. *Frederick Hill.*

Sir,

Union Steam Ship Company, Limited,
Southampton, 13 June 1867.

I HAVE the honour to acknowledge the receipt of your letter of 12th instant, No. 494 S., informing the directors that, subject to certain modifications, his Grace the Postmaster General accepts this Company's proposals, under date 29th January and 13th March 1867, to perform a double mail packet service between Plymouth and the Cape of Good Hope.

With regard to modification No. 1, to the effect that Her Majesty's Government cannot agree to relieve the Company from the usual Admiralty survey of

the vessels employed, I am instructed to state that the Directors are not in possession of vessels which would meet all the present requirements of the survey. They have vessels, however, in every way qualified for the work, and now employed in the Intercolonial Postal Service, under contract made through the Postmaster General, and equal to the requirements of the Board of Trade, which are available for the additional line; and therefore the Directors trust that his Grace will not insist upon the official survey, except for any new vessels that may be hereafter built for the service.

Modification No. 2. To this the Directors consent.

Modification No. 3 proposes that the agreement shall be for seven years from the commencement of the double service. The Directors would be willing to fall in with the views of His Grace in this matter, but considering that nearly three years of the time named by the Company attaches to the present contract, they submit that a two years' notice of its termination, after the seven years, would not be at variance with the usual practice of the department.

Modification No. 4. To this the Directors consent.

With regard to paragraph No. 1, which refers to the vessels calling at Plymouth to embark the mails, the Directors propose to start the steamers from Southampton (at which port the official inspection by the packet superintendent takes place), 24 hours before the appointed time for embarking the mails, and this they hope will meet the approval of His Grace.

Paragraph No 3, referring to packets calling at Ascension. It is understood not to be the same ship as may have to call at St. Helena.

Should the foregoing alterations have the sanction of the Postmaster General, the Directors will be glad to receive the draft agreement.

I have, &c.,
(signed) *G. Y. Mercer,*
Secretary.

F. Hill, Esq.,
General Post Office.

— No. 10. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 27 June 1867.

I HAVE the honour to inform your Lordships that, upon receiving Mr. Hamilton's letter of the 11th instant, I communicated to the Union Steam Ship Company the terms on which you were prepared to sanction an arrangement being entered into with that Company, for the establishing of a second mail packet service in each month, between Plymouth and the Cape of Good Hope.

In two respects the Company dissent from the proposed modifications of the terms originally submitted by them:

1st. As regards the maintenance of Admiralty surveys.

The directors state that they are not in possession of vessels which would meet all the present requirements of the Admiralty survey. They have vessels, however, which they assert are in every way qualified for the work, and which are now employed in the intercolonial postal service. These vessels, the directors add, are equal to the requirements of the Board of Trade, and would be available for the additional line, and the Company trust that the official survey will not be insisted upon, except in the case of any new vessels which may hereafter be built for the service.

I request that your Lordships will be pleased to inform me whether you are willing to concede this point on the condition suggested.

2nd. As to the duration of the new agreement.

The Company's proposal was, that the new arrangement (subject to certain conditions) should be for seven years from the expiration of the present contract. My proposal, agreed to by your Lordships, substituted a term of seven years from the commencement of the new service. The directors state that they would be willing to fall in with the views of Her Majesty's Government in this respect; but, considering that nearly three years of the time named by them attaches to the

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the present contract, they would submit that a two years' notice of the termination of the agreement, after the proposed term of seven years, would not be at variance with the usual practice of this department.

Such notice would, nevertheless, be at variance with the usual practice, and the proposal, moreover, is but another form of asking for what has already been refused.

As the Company, however, in agreeing to other modifications proposed to them, have conceded much, I recommend your Lordships to enlarge the proposed period for the duration of the new agreement, from seven to eight years, from the commencement of the double service.

Although the Cape mails are landed and embarked at Plymouth, the vessels start in the first instance from Southampton, where the Company have their dépôt, and the directors now propose that the steamers shall start from Southampton 24 hours before the time appointed for their departure from Plymouth for the Cape; but this arrangement, Captain Hand, the officer conducting the packet service at Southampton, does not think would work satisfactorily, and I propose to inform the Company that it cannot be acceded to.

Upon being informed of your Lordships' decision upon the points above referred to, I will communicate again with the Company.

The Lords Commissioners
of the Treasury.

I have, &c.
(signed) *Montrose.*

— No. 11. —

COPY of TREASURY MINUTE, dated 20th July 1867.

WRITE to the Postmaster General that my Lords have had before them his Grace's further letter of the 27th June, relative to the offer of the Union Steam Ship Company to double the mail service with the Cape of Good Hope; the acceptance of which offer, their Lordships have already approved of, subject to certain modifications.

The Duke of Montrose represents that the Company dissent from the proposed modifications of the terms originally submitted by them.

1st. In regard to the maintenance of the Admiralty surveys; and 2nd, as to the duration of the new arrangement.

On the first point, it is stated that the Company are not in possession of vessels which would meet all the present requirements of the Admiralty survey; they have vessels, however, which they assert are in every way qualified for the work, and which are now employed in the Intercolonial Postal Service; their vessels, it is stated, are equal to the requirements of the Board of Trade, and would be available for the additional line; and the Company request that the official survey may not be insisted upon, except in the case of any new vessels which may hereafter be built for the service.

State that, under the above circumstances, my Lords will not withhold their consent to his Grace's conceding this point to the Company on the condition suggested.

With respect to the second point, my Lords, in deference to his Grace's recommendation, are pleased to approve of the proposed period for the duration of the new agreements with the Company being extended from seven to eight years from the commencement of the double service.

Add, in conclusion, with reference to the proposal of the Company that their steamers shall start from Southampton 24 hours before the time appointed for their departure from Plymouth for the Cape, that my Lords approve of his Grace's informing them that this proposal cannot be acceded to.

Transmit copy of this letter, and of the above Minute, to Mr. Romaine, for the information of the Lords Commissioners of the Admiralty, with reference to his letter of the 20th May last.

— No. 12. —

Mr. *F. Hill* to Secretary of the Union Steam Ship Company.

General Post Office,

Sir,

26th July 1867.

WITH reference to your letter of the 13th ultimo, I am directed by the Postmaster General to acquaint you, for the information of the Directors of the Union Steam Ship Company, that His Grace has been in further communication with the Lords Commissioners of Her Majesty's Treasury, relative to the Company's offer to double the mail service with the Cape of Good Hope, the acceptance of which offer their Lordships have already sanctioned, subject to certain modifications.

In two respects the Company dissent from the proposed modifications of the terms originally submitted by them.

1st. In regard to the Maintenance of the Admiralty Surveys.

The Company state that they are not in possession of vessels which would meet all the *present* requirements of the Admiralty survey, but that they have vessels which are in every respect qualified for the work, and which are now employed in the intercolonial postal service.

These vessels, the Company add, are equal to the requirements of the Board of Trade, and would be available for the additional line, and the Company request that the official survey may not be insisted upon except in the case of any new vessels which may hereafter be built for the service.

Under these circumstances, the Lords of the Treasury consent to the Postmaster-General's conceding this point to the Company on the conditions suggested, which His Grace accordingly does.

2ndly. As to the Duration of the New Agreement.

The Company submit that a two years' notice of the termination of the agreement after the proposed term of seven years would not be at variance with the usual practice of this department, and they accordingly ask that the matter may be so arranged. In this belief the Company are in error, but as they have agreed to other modifications proposed to them, the Postmaster-General has obtained the sanction of the Treasury for extending the proposed period for the duration of the new agreement from seven years to eight years from the commencement of the double service.

With reference to the Company's proposal, that on their undertaking that their steamers shall start from Southampton 24 hours before the time appointed for their departure from Plymouth for the Cape, no penalty shall be levied for delay in leaving Plymouth, provided the cause of delay be beyond the Company's control, I am to state that this proposal cannot be acceded to.

I request that you will inform me *at your earliest convenience* whether the Directors of the Union Steam Ship Company agree to the amended conditions as now stated, in order that a formal contract may be prepared and laid before the House of Commons during the present Session of Parliament.

G. Y. Mercer, Esq.
Union Steam Ship Company.

I am, &c.
(signed) *F. Hill.*

— No. 13. —

The Secretary of the Union Steam Ship Company to Mr. *F. Hill*.

Union Steam Ship Company, Limited,
Southampton, 30th July 1867.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of 26th instant, No. 617 S, informing the Directors, in reference to their remarks contained in their letter of 13th ultimo, on the subject of doubling the Cape of Good

Good Hope mail service, that the Postmaster General has been pleased to consent to their proposition that the Admiralty survey should not be insisted upon in the case of the vessels proposed to be employed in this service, except such as are built for it; and further, that his Grace has been pleased to extend the duration of the agreement to eight years from the commencement of the double service, and I am to inform you that the directors agree to the amended conditions as now stated.

I have also to state that the company are in correspondence with the Governments of the Cape of Good Hope and Natal upon this subject, and as soon as satisfactory replies are received in regard to the subsidies to be paid by these Colonies for the additional service, the directors will make arrangements for its commencement.

F. Hill, Esq.

I have, &c.
(signed) G. Y. Mercer, Secretary.

P. S.—The directors would be prepared to execute a contract in accordance with the terms of our correspondence on this matter, when required so to do.

— No. 14. —

Mr. *Scudamore* to Secretary of the Union Steam Ship Company.

Sir,

General Post Office, 31 August 1867.

WITH reference to previous correspondence on the subject of the proposed establishment of a second monthly service between this country and the Cape of Good Hope, by means of the vessels of the Union Steam Ship Company, I am now directed by the Postmaster General to transmit to you the accompanying draft contract for the service in question, together with a draft "declaration of trusts," and I am to request that you will inform me whether these documents meet with the approval of the directors of the Union Steam Ship Company.

G. Y. Mercer, Esq.,
Union Steam Ship Company.

I am, &c.
(signed) F. J. *Scudamore*.

Enclosure 1, in No. 14.

DRAFT CONTRACT between the Postmaster General and the Union Steam Ship Company (Limited).

ARTICLES OF AGREEMENT under seal made this day of in the year 186 between the Union Steam Ship Company Limited hereinafter called "The Company" of the one part and the most noble James Duke of Montrose Her Majesty's Postmaster General on behalf of Her Majesty of the other part Whereas the Company are now performing the service of conveying Her Majesty's mails between Plymouth and Table Bay (Cape of Good Hope) and divers other services under and by virtue of a Contract which is contained in certain Articles of Agreement dated the 2nd day of March 1863 and of certain other Articles of Agreement indorsed thereon dated the 12th day of April 1864 And whereas the parties hereto have agreed to enter into the Contract hereinafter contained in substitution for the said subsisting Contract but with such power of determining the Contract hereinafter contained and of reviving the said subsisting Contract as hereinafter provided Now these presents witness that in consideration of the premises each of the parties hereto do hereby for themselves their successors and assigns covenant agree and declare with and to the other of the parties hereto their successors and assigns in manner following (that is to say)

1. The Contract contained in the said Articles of Agreement of the 2nd day of March 1863 and the 12th day of April 1864 is hereby determined but without prejudice to any right which has accrued thereunder to either of the parties hereto up to the date of these presents Provided always that the said Contract may be revived under the circumstances and in manner hereinafter mentioned.

2. In the construction of this Agreement the word "Letters" shall be understood to mean and include all letters newspapers books patterns and other things transmitted through the post and chargeable and charged with postage and the word "Mails" shall be understood

to mean and include all boxes bags or packets of letters newspapers books patterns and other things transmitted through the post and chargeable and charged with postage to whatever country or place they may be addressed or in whatever country or place they may have originated and all empty bags empty boxes and other stores and articles used or to be used in carrying on the Post Office service which shall be sent by or to or from the Post Office.

3. The company will at all times during the continuance of this Agreement or so long as the whole or any part of the service hereby agreed to be performed ought to be performed in pursuance thereof provide maintain keep seaworthy and in complete repair and readiness for the purpose of carrying as hereinafter provided all Her Majesty's mails which shall at any time and from time to time by the Postmaster General or any of his officers or agents be required to be conveyed twice in each calendar month (each way) between Plymouth and Table Bay (Cape of Good Hope) and between Table Bay and Plymouth a sufficient number of good substantial and efficient steam vessels of adequate power and supplied with first-rate appropriate steam engines.

4. Such vessels shall be always furnished with all appropriate and necessary machinery engines apparel furniture stores tackle boats fuel lamps oil for lamps and engines tallow provisions anchors cables fire-pumps and other proper means for extinguishing fire lightning conductors charts chronometers proper nautical instruments medicines and whatsoever else may be requisite for equipping the said vessels and rendering them constantly efficient for the service hereby agreed to be performed and also manned and provided with competent officers with appropriate certificates granted pursuant to the Act or Acts of Parliament in force for the time being relative to the granting certificates to officers in the merchant service and also a medical officer to be approved by the Postmaster General who shall give medical attendance and medicines gratis to all persons conveyed under or by virtue of this Agreement or whose passage money may be paid for in whole or in part by the public and with a sufficient number of efficient engineers and a sufficient crew of able seamen and other men such of the said vessels as shall be hereafter purchased by or built for the Company together with their engines equipments officers engineers and crew to be in all respects subject in the first instance and from time to time and at all times afterwards to the approval of the Postmaster General or of such other person or persons as he shall at any time or times or from time to time authorise to inspect and examine the same and the Company shall (if required by the Postmaster General) submit the designs plans and sections of every vessel intended to be employed in the performance of this Agreement which shall be hereafter so purchased by or built for the Company to the Postmaster General and be bound to adopt such fittings and scantlings and such dispositions of hatchways as he shall consider suitable and requisite and no vessel which shall be hereafter so purchased by or built for the Company shall be employed under this Agreement until it and its machinery shall have been previously tried under weigh and finally approved as aforesaid and every vessel which may at any time be employed under this Agreement having been so purchased by or built for the Company shall be so arranged and constructed for the purposes of this Agreement as the Postmaster General may at any time or times direct.

5. One of such vessels so equipped and manned as aforesaid shall on such days and at such hours as are respectively mentioned in the table hereunto annexed (until and unless any other days or hours shall under the proviso herein in that behalf contained be substituted instead thereof) and immediately after the mails are embarked put to sea from touch and arrive at the several ports or places respectively mentioned in such table and all such vessels shall convey the said mails as mentioned in such table and all the stipulations matters and things therein contained shall form part of this Agreement and be observed and performed by the Company accordingly And the Company shall convey in such vessels from and to and cause to be delivered and received at such of the ports or places mentioned in the said table from or at which the said vessels are to start touch and arrive in performance of this Agreement all such mails as shall or may be tendered or delivered to or received by the Company or any of their agents officers or servants by or from the Postmaster General or any of his officers or agents.

6. Should it be deemed by the Postmaster General his officers or agents requisite for the public service that any vessel to be employed under this Agreement should at any time or times delay her departure from Plymouth or Table Bay or any other port from which the mails are to be conveyed under this Agreement beyond the period appointed for her departure therefrom the Postmaster General his officers or agents shall have power to order such delay (not however exceeding 24 hours) by letter addressed by him or them to the master of any such vessel or person acting as such and which shall be deemed a sufficient authority for such detention.

7. The Company shall convey the mails from Plymouth to Table Bay in 38 days and from Table Bay to Plymouth calling at the Islands of St. Helena and Ascension in 38 days which several periods of 38 days respectively are exclusive of stoppages for the purpose of the delivery and reception of mails the duration of which will be from time to time fixed by the Postmaster General And it is hereby agreed that if the Company shall fail to deliver the said mails within such several periods of 38 days respectively or within the several periods of 35 days 41 days or 38 days respectively hereinafter mentioned or any other periods respectively to be at any time fixed for any modified services in pursuance of this

this Agreement exclusive of stoppages as hereinafter provided then or in either of such cases and so often as the same shall happen the Company shall forfeit and pay to Her Majesty her heirs and successors the sum of 50*l.* for every complete period of 24 hours consumed on the respective voyages beyond the periods hereinbefore respectively specified Provided always that the full amount of such sums on any one voyage shall never exceed the subsidy or sum payable to the Company in respect of such voyage as hereinafter provided And provided further that the payment of any such sum shall not be enforced against the Company if it be shown by them to the satisfaction of the Postmaster General that the delay has arisen from causes over which they had not and could not have any control.

8. If at any time or times the Postmaster General shall desire to alter the particular days times or hours of departure from and arrival at any of the ports or places to or from which the mails are to be conveyed under this agreement he shall be at liberty so to do on giving three calendar months' previous notice in writing of such his desire to the Company at their office in Southampton (provided such alteration do not necessitate an increase of speed) and if the Postmaster General shall desire otherwise to modify the services hereby agreed to be performed (as for example to increase or decrease the frequency of the conveyance of mails between any of the ports or places to or from which such mails are to be conveyed under this Agreement or to extend the conveyance of such mails to any other ports or places not specified in this Agreement) he shall be at liberty so to do on giving reasonable notice to the Company and (save and except as hereinafter provided) on paying to them for such increased or extended services such further consideration and in the event of the services hereby agreed to be performed being reduced on his paying to them such reduced consideration as may in either of such cases be mutually agreed upon between the parties hereto and failing such mutual agreement by arbitration in the manner hereinafter provided and the particular days times and hours of departure from and arrival at any of such ports or places or other services (if any) which may be appointed by any such modification or alteration under this clause shall for the time being be deemed to be the days times and hours of departure and arrival of mails and other services under this Agreement and shall be observed and kept by the Company accordingly.

9. If the Company shall fail to provide an efficient vessel at Plymouth in accordance with the terms of this Agreement ready to put to sea on and at the appointed day and hour then and so often as the same shall happen the Company shall forfeit and pay unto Her Majesty her heirs and successors the sum of 500 *l.* and also the further sum of 500 *l.* for every successive 24 hours which shall elapse until such vessel actually proceeds to sea on her voyage in the performance of this Agreement.

10. The Company shall provide on board each of the vessels to be employed for the time being in the service of this Agreement and to the satisfaction of the Postmaster General a proper and convenient place of deposit with secure lock and key for the mails thereby conveyed and the master or commander of such vessel for the time being shall without any charge (other than that herein provided to be paid for the time being) to the Company) take due care of and the Company shall be responsible for the receipt safe custody and delivery of the mails and each of such masters or commanders shall make the usual declaration or declarations required or which may hereafter be required by the Postmaster General in such and similar cases and furnish such journals returns and information and perform such services as the Postmaster General or any of his agents may require and every such master or commander or officer duly authorised by him having the charge of such mails shall himself immediately on the arrival at any of the said ports or places of any such vessel deliver all mails for such port or place into the hands of the Postmaster or other person at such port or place as the Postmaster General shall authorise to receive the same receiving in like manner all the return or other mails to be forwarded in due course and that the crew of each of the said vessels respectively shall assist in embarking and disembarking the mails.

11. The Company shall not nor shall any of the masters of any of the vessels employed or to be employed under this Agreement receive or permit to be received on board any of such vessels any letters for conveyance other than those contained in Her Majesty's mails or which are or may be privileged by law nor any mails for conveyance on behalf of any Colony or foreign country without the consent of the Postmaster General and in case of any such default respectively the Company shall be liable to be proceeded against for a breach of this Agreement.

12. The Postmaster General shall have full power whenever and as often as he may deem it requisite to survey by any of his officers or agents all or any of the vessels employed in the performance of this Agreement which shall hereafter be purchased by or built for the Company and the hulls thereof and the engines machinery furniture tackle apparel stores equipments and the officers, engineers and crew of every such vessel and for the purposes aforesaid the said vessels shall (if necessary) be opened in their hulls whenever the said officers may require and if any of such vessels or any part thereof or any engines machinery furniture, tackle apparel boats stores or equipments shall on any such survey be declared by any of such officers or agents unseaworthy or not adapted to the service hereby agreed to be performed every vessel which shall be disapproved of or in which such deficiency or defect shall appear shall be deemed inefficient for any service hereby agreed to be performed and shall not be employed again in the conveyance

of the mails until such defect or deficiency shall have been repaired or supplied to the satisfaction of the said Postmaster General.

13. The Company and all commanding and other officers of the vessels to be employed in the performance of this Agreement and all agents seamen and servants of the Company shall at all times punctually attend to the orders and directions of the Postmaster General his officers or agents as to the mode time and place of landing delivering and receiving mails.

14. The Company will when and as often as in writing they or the masters of their respective vessels are required so to do by the Postmaster General or any person acting under his authority (such writing to specify the rank or description of the person or persons to be conveyed and the accommodation to be provided for him or them) receive provide for victual and convey to from and between the ports or places to from and between which any of the vessels are to proceed in the performance of this Agreement on board every or any of the vessels to be employed in the performance of this Agreement any number of naval military or civil officers or other persons in the service of Her Majesty (not exceeding four in any one ship) with or without their wives and children as chief cabin passengers and any number of persons in Her Majesty's service (not exceeding four in any one ship) with or without their wives and children as fore cabin passengers and any number of persons in Her Majesty's service (not exceeding ten in any one ship) with or without their wives and children as third class passengers to be berthed below deck (due notice being given if practicable to the Company or to their agent at the port of embarkation of all such passengers as may be required to be received provided for victualled and conveyed as aforesaid and whenever the Company shall convey any persons as third class passengers other than those hereinbefore specially provided for the Company will provide them with proper accommodation below deck.

15. And the said Company do also covenant and engage that the first-class passengers and the second-class passengers shall be accommodated in cabins properly fitted up and that the third-class passengers shall be accommodated in hammocks or bunks placed between decks subject to the survey and approval of the naval authorities.

16. And the said Company do hereby also covenant and agree that the messing of the said first-class passengers their wives and children shall be the same as is usually allowed to chief cabin passengers their wives and children including an imperial pint of good port wine or good foreign white wine and an imperial pint of good sound bottled or draught ale or beer per diem that the messing of the said second-class passengers their wives and children shall be the same as is usually allowed to second cabin passengers their wives and children including an imperial pint of good sound bottled or draught ale or beer per diem but that the said messing shall never be inferior in quantity or quality to that required by the Regulations of Her Majesty's Transport Service and that the victualling of the said third-class passengers their wives and children shall be in accordance with the scale of victualling contained in the said regulations and also that the said rates hereinafter mentioned shall include medical comforts medical attendance (when necessary) mess utensils and fittings articles for table use cooking utensils fuel lights necessities articles for mess places cabins and berths and all requisite articles of bedding and the freight of baggage according to Government scale and that the messes of the said first class the said second class and the said third class passengers shall be as to their several classes separate and apart from each other.

17. And the passage-money to be paid for all passengers (other than and except the naval officer in charge of mails (if any) and his assistant or servant or the civil officer of the Post Office in charge thereof (if any) and his assistant or servant) to be conveyed on the requisition of the Postmaster General or any persons acting under or by his authority shall be in full of all charges for mess or victualling and at and after the fares and rates charged by the said Company for ordinary passengers of a similar description and that the said Company shall from time to time and as often as any alterations of rates for passengers may be made by the said Company immediately apprise the Lords Commissioners of the Admiralty thereof.

18. And the said Company do hereby covenant and promise that returns of the embarkation and disembarkation of all passengers conveyed under this Contract shall be furnished immediately after the departure and arrival of the said vessels respectively and that every claim for payment under this Contract shall be made by invoices (according to a form to be obtained from the office of the Director of Transport services) to be lodged in the office of the Accountant General of the Navy by the said Company or their successors.

19. And the Postmaster General doth hereby (for and on behalf of Her Majesty further covenant and agree that upon the production to the Director of Transport Services of the orders for the passages together with a certificate under the hand of the commanding officer or officers specifying the numbers of the third class passengers (men women and children) conveyed with the ages and sexes of the latter and stating the periods during which they have been regularly supplied while on board with provisions as aforesaid and also a certificate under the hand of each first class passenger and of each second class passenger respectively of his or her having been landed at the place of his or her destination

nation and properly accommodated and messed during the voyage and specifying the dates (inclusive) during which they were so messed computed from the periods of the first and last dinner meals and upon the lodging of such invoices as aforesaid according to the forms specified in the regulations of Her Majesty's Transport Service bills for the amount which after examination shall be found to be due thereon shall be made out to the said Company or their successors payable by Her Majesty's Paymaster General three days from and after the respective dates thereof.

20. And the passage money for the wives and families of commissioned and civil officers when not ordered to be conveyed at the public expense shall be paid to the Company by the officers themselves at the rates charged to ordinary passengers of a similar description. Provided however and it is hereby agreed and declared that one-third part of the passage money to be paid to the said Company for the conveyance of any person or persons to be conveyed on the requisition of the Postmaster General or any persons acting by or under his authority (save and except as aforesaid) as hereinbefore in that behalf provided shall be forfeited to the Company in each and every of those cases in which the order for the conveyance of any such person or persons shall be countermanded save and except in those cases in which such order may be so countermanded for the purposes of the Government. Provided further that no such or any other forfeiture shall be made or incurred when any such order as aforesaid may be countermanded by reason or on account of the illness of any such person or persons so required to be conveyed as aforesaid or when a fortnight's notice shall have been given to the said Company that such passage will not be required or the vacancy shall have been filled up by some other passenger.

21. The Company will receive on board of every such vessel any number of small packages containing astronomical instruments charts wearing apparel medicines or other articles (not exceeding in bulk 40 cubic feet) and convey and deliver the same to from between and at the said ports or places to from and between which the mails are to be conveyed when and as often as directed by the Postmaster General or any persons acting by or under his authority or by the British naval officer in command of the station or at any port where the vessel may touch free from all costs and charges and also will receive on board of every such vessel and convey and deliver to from and between all or any of the said ports or places when so directed by the Postmaster General his officers or agents or by the British naval officer in command of the station any naval or other stores not exceeding 10 tons in weight or 15 tons of 40 cubic feet each in measurement at any one time in any one vessel at the lowest rate of freight charged by the Company for private goods on receiving from the Postmaster General his officers or agents two days' previous notice of his intention to have such stores so conveyed and the said Company shall from time to time and as often as any alterations of rates for freight of stores may be made by the said Company immediately apprise the Lords Commissioners of the Admiralty thereof and the Company shall in all cases be strictly responsible for the due custody and safe delivery of the said packages articles and stores.

22. All and every the sums of money hereby stipulated to be paid by the Company unto Her Majesty her heirs and successors shall be considered as stipulated or ascertained damages whether any damage or loss have or have not been sustained and shall and may be retained by the Postmaster General out of any moneys payable or which may thereafter become payable to the Company or the payment may be enforced as a debt due to Her Majesty with full costs of suit at the discretion of the Postmaster General. Provided however that the payment by the Company of any sums of money (by way of penalties) shall not in any manner prejudice the right of the Postmaster General to treat the failure (if any) on the part of the Company to provide a proper vessel or to perform any voyage at or within the times in the said table mentioned as a breach of this Agreement.

23. This Agreement shall commence on the day of 186 and shall continue in force for eight years and then determine if the Postmaster General shall by writing under his hand or under the hand of the Secretary or one of the Assistant Secretaries of the Post Office for the time being have given to the Company or the Company shall have given to the Postmaster General 12 calendar months' previous notice in writing that this Agreement shall so determine but if neither the Postmaster General nor the Company shall give such notice this Agreement shall continue in force even after the said term of eight years until the expiration of 12 calendar months' notice in writing as aforesaid to be given at any period of the year by either of the parties hereto to the other of them.

24. And in consideration of the due and faithful performance by the Company of all the services hereby agreed to be by them performed the Postmaster General doth hereby covenant that there shall be paid to the Company (out of such aids or supplies as may be from time to time provided and appropriated by Parliament for that purpose) so long as they shall perform the whole of the said services in the like manner and with such vessels as herein respectively provided (in addition to any other sum or sums that may be payable to the said Company as herein in that behalf provided) a subsidy or sum for and in respect of each voyage between Plymouth and Table Bay in either direction which shall be performed in pursuance of this Agreement of the amount hereinafter mentioned and

which shall be ascertained and calculated in manner hereinafter provided (that is to say):

(1) A sum equal to the total amount of the sea postage and British Inland postage which shall be received by the Postmaster General in respect of all letters which shall be conveyed by the Company during such voyage and which shall before such conveyance have been posted at or shall after such conveyance be delivered at any place in the United Kingdom.

(2) A sum equal to the total amount of the sea postage which shall be received by the Postmaster General in respect of all letters which shall be conveyed by the Company during such voyage and which shall before such conveyance have been posted in any one of the Colonies of Ascension St. Helena Cape of Good Hope or Natal and shall after such conveyance be delivered in any other of such Colonies.

(3) A sum equal to the total amount of sea postage which shall be received by the Postmaster General in respect of all letters which shall be conveyed by the Company during such voyage on account of such conveyance, and which shall have passed through or shall be intended to pass through the United Kingdom to or from any British Colony or foreign country.

25. Provided always that the Company shall not be entitled to receive any payment in respect of any letter which shall be a letter sent to or received by a soldier sailor or other privileged person within the meaning of the Acts 3 and 4 Vict. c. 96 s. 53 10 and 11 Vict. cap. 85 s. 6 and 23 and 24 Vict. c. 65 or any of such Acts and all letters within the intent and meaning of this proviso shall be conveyed by the Company free of charge and and in no case shall any payment be made to the Company upon the official correspondence or official packets of any kind of Her Majesty's Government nor upon any correspondence of the public on which the postage is or shall be lost to the Revenue.

26. The Postmaster General shall as soon as conveniently may be after the 1st day of January the 1st day of April the 1st day of July and the 1st day of October in every year during the continuance of this contract cause an account to be made out and signed by the Receiver and Accountant General for the time being of the General Post Office of all sums of money which shall up to the last preceding of such quarterly days have become payable to the Company in respect of the carriage of letters in pursuance of the preceding clauses of this Agreement and every account so made out and signed shall as between the parties hereto be conclusive evidence of the facts stated therein and of the amount due to the Company as aforesaid and such amount shall be forthwith paid to the Company out of such aids or supplies as aforesaid after deducting therefrom any sums of money in respect of forfeitures which the Company may have incurred as herein provided.

27. On the first voyage in each calendar month from Plymouth to Table Bay the vessel of the Company employed on such voyage shall until 12 calendar month's notice determining this service shall have been given by either party call and deliver and receive mails at the island of St. Helena and the Company shall be entitled to receive out of the revenue of the Colony of St. Helena in respect of such service and in addition to the sums hereinbefore stipulated to be paid a sum of 1,250 £. per annum by equal quarterly payments which shall become payable on the quarterly days hereinbefore mentioned.

28. The Company shall on receiving reasonable notice from the Postmaster General his officers or agents and thenceforward until such notice shall be countermanded cause the vessel which shall be employed on the second voyage in each calendar month from Plymouth to Table Bay to call and deliver and receive mails at the Island of Ascension and the Company shall be entitled to receive out of such aids and supplies as aforesaid in respect of this service during the continuance thereof in addition to the sums hereinbefore stipulated to be paid the sum of 3,000 £. per annum by equal quarterly payments which shall become payable on the quarterly days hereinbefore mentioned.

29. The Company shall on receiving reasonable notice from the Postmaster General his officers or agents receive and allow to remain on board each of the vessels while employed in the services hereby agreed to be performed and also while remaining at any of the said ports or places and with or without mails in charge an officer of Her Majesty's Navy to be appointed by the Postmaster General to take charge of the mails and also an assistant or servant of the said officer (if required) and every such officer shall be recognised and considered by the Company their officers agents and seamen as the agent of the Postmaster General in charge of the mails and as having full authority in all cases to require a due and strict performance of this agreement on the part of the Company their officers servants and agents and to determine so far as relates to the levying of penalties every question whenever arising relating to proceeding to sea or putting into harbour or to the necessity of stopping to assist any vessel in distress or to save human life and the decision of such officer as aforesaid shall in every such case be final and binding on the Company unless the Postmaster General on appeal by the Company shall think proper to decide otherwise Provided however that the words "to determine every question" shall not confer upon such officer the power of control over the commander of the vessel conveying the mails Provided also that if the Postmaster General at any time or times shall think fit

he shall be at liberty to substitute for such naval officer and his assistant or servant a civil officer in the service of the Postmaster General to have charge of the mails and any such last mentioned officer and also an assistant or servant shall (if required by like notice) be received and be allowed to remain on board each of the said vessels as hereinbefore provided. With respect to any such naval officer and his assistant or servant but when any civil officer in the service of the Post Office shall be in charge of the said mails his duties shall be confined to the Post office business.

30. In case the Company shall be required to receive and allow to remain on board of any of such vessels any naval or civil officer as aforesaid a suitable first class cabin with appropriate bed bedding and furniture shall at the cost of the Company be provided and appropriated by them for the exclusive use and accommodation of every such naval or civil officer and each of such officers shall be victualled by the Company as a chief cabin passenger without any charge being made either for his passage or victualling except as hereinafter provided and should any of such officers require an assistant or servant such assistant or servant shall also be provided with a proper and suitable berth and be duly victualled by and at the cost of the Company except as aforesaid as a fore cabin passenger.

31. The Company shall (on receiving like notice) provide on board each of the vessels to be employed under this Agreement all necessary and suitable accommodation to the satisfaction of the Postmaster General for the purpose of sorting and making up the mails thereby conveyed and on being required by the Postmaster General so to do shall erect on each of such vessels a separate and convenient room the actual cost of erecting such sorting-room and of providing all such furniture lamps and other conveniences as may be necessary or convenient for the purpose of sorting and making up such mails being paid for by the Postmaster General but such furniture lamps and other conveniences being cleaned and kept in repair and the oil for the lamps supplied by the servants and at the cost of the Company.

32. In case the Company shall convey as aforesaid any such naval officer or civil officer having charge of the mails he shall whenever and as often as by him deemed practicable or necessary and either with or without his assistant or servant (if any) be conveyed on shore and also from the shore to the vessel employed for the time being in the performance of this Agreement together with or (if such officer shall consider it requisite for the purposes of this Agreement so to do) without mails in a suitable and seaworthy boat of not less than four oars to be furnished with effectual covering for the mails and properly provided manned and equipped by the Company and the directions of such officer shall in all cases be obeyed as to the mode time and place of delivering and receiving such mails and the said Postmaster General will pay or cause to be paid to the said Company (out of such aids or supplies as aforesaid) for such last mentioned additional services in relation to the conveyance of an officer and his assistant or servant (if any) and providing accommodation for sorting the mails a sum after the rate of 2,000 *l.* a year.

33. The Company shall (on receiving reasonable notice from the Governor for the time being of the Cape of Good Hope) convey or cause to be conveyed in manner hereinbefore mentioned the mails from Plymouth to Table Bay and from Table Bay to Plymouth calling at the islands of Ascension and St. Helena in 35 days instead of 38 days exclusive of stoppages for the purposes of the delivery and reception of mails the duration of which will be from time to time fixed by the Postmaster General as hereinbefore provided on the said Governor agreeing to pay or causing to be paid to the Company out of the revenue of such colony for such accelerated service a sum after the rate of 4,000 *l.* a year and the Company shall on receiving like notice from the said Governor cause each and every of the vessels to be employed in the service hereby agreed to be performed to proceed on the outward voyage from Table Bay to Algoa Bay and on the homeward voyage to start from Algoa Bay and proceed to Table Bay and each of such voyages from Table Bay to Algoa Bay and from Algoa Bay to Table Bay shall be performed in the period of three days in addition to the periods of 38 days or 35 days as hereinbefore in that behalf respectively provided and so that each entire voyage between Plymouth and Algoa Bay (whether such vessels may or may not be required as hereinbefore in that behalf provided to call at the islands of St. Helena and Ascension or either of them) and between Algoa Bay and Plymouth calling at each of the said islands may be performed in 41 days or 38 days exclusive of the necessary stoppages at Table Bay for the reception and delivery of mails as hereinbefore in that behalf respectively provided on the said Governor agreeing to pay or causing to be paid to the Company out of the revenue of such colony for such extended services a sum after the rate of 4,000 *l.* a year. Provided however and it is hereby agreed and declared that such extended service may be performed by another suitable vessel to be provided at the cost and expense of the Company and to be approved of by or on behalf of the Postmaster General other than that employed in the conveyance of mails between Plymouth and Table Bay and Table Bay and Plymouth.

34. All such hereinbefore mentioned several sums after the rate of 1,250 *l.* 3,000 *l.* 2,000 *l.* 4,000 *l.* and 4,000 *l.* or such of them as shall for the time being be payable to the Company or a proportionate part thereof respectively shall be paid to the Company in addition to the subsidy or sum for the time being payable to the Company as hereinbefore provided in the manner and at the times hereinbefore mentioned (or to be agreed upon

between the said Governor for the time being of the Cape of Hope and the Company as the case may be) for the payment thereof.

35. The whole postage of all mails conveyed in the vessels to be employed under this Agreement whether carried from or out of Her Majesty's dominions or otherwise shall belong to Her Majesty and shall be at the disposal of Her Majesty's Postmaster General.

36. The Company shall not assign underlet or dispose of this Agreement or any part thereof without the consent of the Postmaster General signified in writing under his hand or under the hand of the secretary or one of the assistant secretaries of the Post Office and in case of the same or any part thereof being assigned underlet or otherwise disposed of or of any great or habitual breach of this Agreement or any covenant matter or thing herein contained on the part of the Company their officers agents or servants and whether there be or be not any penalty or sum of money payable by the Company for any such breach it shall be lawful for the Postmaster General if he shall think fit (and notwithstanding there may or may not have been any former breach of this Agreement) by writing under his hand or under the hand of the secretary or one of the assistant secretaries of the Post Office to determine this Agreement without any previous notice to the Company or their agents nor shall the Company be entitled to any compensation in respect of such determination.

37. If on the determination of this Agreement any vessel or vessels shall have started or shall start with the mails in conformity with this Agreement such voyage or voyages shall be continued and performed and the mails be delivered and received during the same as if this Agreement had remained in force with regard to any such vessels and services and with respect to any such vessels and services as last aforesaid this Agreement shall be considered as having terminated when such vessels and services shall have reached their port or place of destination and been performed.

38. All notices or directions which the Postmaster General his officers agents or others are hereby authorised to give to the Company their officers servants or agents (other than any notice of termination of this Agreement) may (at the option of the Postmaster General his officers agents or others) be either delivered to the master of any of the vessels or other officer or agent of the Company in the charge or management of any vessel employed in the performance of this Agreement or left for the said Company at their office or place of business in Southampton or the Cape of Good Hope or at their or any of their last known place of business or abode and any notices or directions so given or left shall be binding on the Company Provided always that any notice of termination of this Agreement shall be served on the Company their officers servants or agents at their office in Southampton.

39. The Lords Commissioners of the Admiralty for the time being shall at any time during the continuance of this Agreement in case of great public emergency have power to purchase all or any of the said vessels at a valuation or to charter the same exclusively for Her Majesty's service at a rate of hire to be mutually fixed and agreed on by the said Commissioners and the Company but if any difference should at any time or times arise as to the amount of valuation or hire so to be paid or as to the amount of damages consequent upon such purchase or hiring such difference shall be referred to two arbitrators or an umpire to be chosen respectively as hereinafter provided and the said Commissioners in the case of hiring any such vessel shall return the same to the Company in the same state and condition as she was in at the time of any such hiring (reasonable wear and tear excepted) and if any difference should arise upon that point the same shall be settled in the same manner as the amount of the hiring is to be settled in case of difference and in case of such purchase or hire the service hereby agreed to be performed shall be performed by other vessels of the Company of a similar description to the vessel or vessels purchased or hired if they can in due and proper time furnish them (such other vessels as to construction machinery equipment officers and crew to be subject to the like approval as other vessels employed under this Agreement) but in case the Company shall be unable to furnish such other vessels it shall be lawful for them to determine this Agreement from the date of such purchase or hire and in the event of the Company being allowed by the Postmaster General to continue to perform only a portion of the said service there shall be paid to them such annual sum of money as shall be agreed upon by the Postmaster General and the Company and in case of their differing as to the amount such difference shall be settled by the arbitrators or an umpire to be chosen respectively as aforesaid.

40. If at any time during the continuance of this Agreement or after the determination thereof any dispute shall arise between the parties hereto their executors and administrators successors or assigns respectively concerning any breach or alleged breach by or on the part of the Company of this Agreement or the sufficiency of any such breach to justify the Postmaster General in putting an end to the same or concerning the amount of consideration to be paid to or allowed by the said Company (as the case may be) for such altered services as hereinbefore in that behalf mentioned or concerning any of the covenants matters or things herein contained or in anywise relating thereto and notwithstanding the power herein contained to determine this agreement and any execution or attempted execution of such power, such dispute shall be referred to two arbitrators, one to be chosen from time to time by the Postmaster General, and the other by the Company and if such arbitrators should at any time or times not agree in the matter or question referred

to

to them then such question in difference shall be referred by them to an umpire to be chosen by such arbitrators before they proceed with the reference to them, and the joint and concurrent award of the said arbitrators or the separate award of the said umpire when the said arbitrators cannot agree shall be binding and conclusive upon both parties.

41. Any submission to arbitration in pursuance of this agreement shall be made a rule of any of Her Majesty's Courts of Record pursuant to the Statute in that case made and provided on the application of either party.

42. In pursuance of the provisions contained in an Act of Parliament passed in the 22nd year of the reign of His late Majesty King George the Third intituled "An Act for restraining any Person concerned in any Contract Commission or Agreement made for the Public Service from being elected or sitting and voting as a Member of the House of Commons" no Member of the House of Commons shall be admitted to any share or part of this agreement or to any benefit to arise therefrom.

43. This agreement shall not be binding until it has lain upon the table of the House of Commons for one month without disapproval or unless it be previously approved by a resolution of the said House of Commons.

44. The Company shall be entitled to the subsidy hereinbefore contracted to be paid to them in addition to certain subsidies to which they may be entitled under agreements which have been or shall be entered into between them and the respective Governments of the Colonies of Ascension St. Helena Cape of Good Hope and Natal and in case at any time during the continuance of this agreement by reason of the last-mentioned agreements or any of them being determined or otherwise they shall so desire it shall be lawful for the Company by notice in writing signed by the Secretary of the Company and sent by Post to the Secretary of the General Post Office to determine this agreement at the expiration of six calendar months from the service of such notice and thereupon the agreements which were subsisting between the parties hereto immediately before the execution of these presents shall be revived and shall thenceforward continue to be subsisting agreements binding on the parties hereto respectively in the same manner in all respects as if these presents had not been executed.

In witness &c.

Enclosure 2, in No. 14.

COPY DECLARATION OF TRUSTS.

THIS Indenture made the _____ day of _____, in the year 186____, between the Union Steam Ship Company, Limited (hereinafter called "the Company"), of the first part, Edward Dixon, of _____, and Thomas Hill, of _____ of the second part, and the Most Noble James Duke of Montrose, Her Majesty's Postmaster General, of the third part: Whereas, by articles of agreement by way of contract, dated the 2nd day of March 1863, and expressed to be made between certain directors of the company on behalf of the company, of the one part, and Her Majesty's Postmaster General for the time being of the other part, for the considerations in the now reciting contract mentioned, the said company undertook to perform all and singular the services for or in connection with the Post Office Department of Her Majesty's Government, or of the Government of the Colony of the Cape of Good Hope, in the manner and for the period in the now reciting contract respectively mentioned: And whereas, by an indenture also bearing date the 2nd day of March 1863, and expressed to be made between certain directors of the company on behalf of the company, of the first part, the said Edward Dixon and Thomas Hill, of the second part, and Her Majesty's Postmaster General for the time being, of the third part, it was declared that Her Majesty's Postmaster General and the said Edward Dixon and Thomas Hill should stand possessed of the sum of 4,000 £. 5 £. per Cent. India Stock, which had been recently transferred into, and which was then standing in their names, as a security and indemnification that the company would from time to time, and at all times thereafter, well and truly observe, perform, and keep all and singular the covenants and agreements which, on the part of the company, were or ought to be performed and kept, comprised, and mentioned in the hereinbefore recited contract, and that it should be lawful for the said Postmaster General, his successors or assigns, upon the certificate of the Receiver and Accountant General of the Post Office, that the revenue of the Post Office had been damaged by any act done, or omitted to be done, or any payment or duty omitted, in contravention of the duty, or in breach of any of the covenants or agreements comprised and contained in the hereinbefore recited contract, and he and they were thereby authorised to sell, and the said Edward Dixon and Thomas Hill thereby further declared, that they and the survivor of them, and the executors or administrators of such survivor, and their or his assigns, would join and concur with the said Postmaster General in selling, so much of the said sum of 4,000 £. 5 £. per Cent. India Stock as should be necessary to make good any loss so occasioned,

and to pay the proceeds thereof to the Receiver and Accountant General of the said Post Office: And it was thereby further agreed and declared, that on the determination of the said contract, and upon the certificate of the Receiver and Accountant General of the Post Office that such transfer was no longer necessary for the purpose thereinbefore mentioned, the said Postmaster General, his successors or assigns, would re-transfer the said sum of 4,000 *l.* 5 *l.* per Cent. India Stock, or so much thereof as should not have been sold under the trust in that behalf contained, unto the said Edward Dixon and Thomas Hill, or the survivor of them, or the executors or administrators of such survivor, their or his assigns, or as they or he, or as the said company, should direct: And whereas, by articles of agreement under seal, bearing even date with these presents, and expressed to be made between the company of the one part, and the said Postmaster General of the other part, the hereinbefore recited contract is determined; but the same contract may be revived under the circumstances and in manner in the agreement now in recital provided: And it is by the agreement now in recital provided, that the company should, during the continuance thereof, perform all and singular the services therein specified, for or in connection with the Post Office Department, in the manner and for the period in the same agreement mentioned: And whereas the whole of the said sum of 4,000 *l.* 5 *l.* per Cent. Indian Stock is still standing in the names of the Postmaster General, Edward Dixon, and Thomas Hill: Now, this Indenture witnesseth, and it is hereby agreed and declared between and by the parties hereto, that the said Postmaster General, Edward Dixon, and Thomas Hill shall henceforth stand possessed of the said sum of 4,000 *l.* 5 *l.* per Cent. India Stock as a security and indemnification that the company shall, from time to time, and at all times hereafter, well and truly observe, perform, and keep, all and singular the covenants and agreements which on the part of the company are or ought to be observed, performed, and kept, and which are comprised and mentioned in the hereinbefore recited agreement of even date with these presents; and that it shall be lawful for the Postmaster General, his successors or assigns, upon the certificate of the Receiver and Accountant General of the Post Office, that the revenue of the Post Office has been diminished by any act done, or omitted to be done, or any payment or duty omitted in contravention of the duty, or in breach of any of the covenants or agreements comprised and contained in the hereinbefore recited agreement of even date herewith, and he and they is and are hereby authorised to sell, and the said Edward Dixon and Thomas Hill do hereby further declare that they and the survivor of them, and the executors and administrators of such survivor, their or his assigns, will join and concur with the Postmaster General in selling, so much of the said sum of 4,000 *l.* 5 *l.* per Cent. India Stock as shall be necessary to make good any loss so occasioned; and shall pay, or concur with the said Postmaster General in paying, the proceeds of such sale to the Receiver and Accountant General of the Post Office. And it is hereby further agreed and declared, that on the determination of the hereinbefore recited agreement of even date herewith, and upon the certificate of the Receiver and Accountant General of the Post Office, that nothing is due or owing by the company under such agreement, the said Postmaster General, Edward Dixon, and Thomas Hill, or other the trustees or trustee for the time being of these presents, shall hold the said sum of 4,000 *l.* 5 *l.* per Cent. India Stock, or so much thereof as shall not have been sold under the trusts hereinbefore declared, upon the trusts and for the intents and purposes declared by the hereinbefore recited Indenture of the 2nd day of March 1863: Provided always, and it is hereby further agreed and declared, that any sum of stock which may for the time being be standing in the name of the Postmaster General for the time being, jointly with the said Edward Dixon and Thomas Hill, or the survivor of them, or the executors or administrators of such survivor, their or his assigns, as trustees for the time being of these presents, as shall be vested in the Postmaster General for the time being and his successors, jointly with the other trustees or trustee for the time being of these presents, and Her Majesty's Postmaster General for the time being is hereby authorised and empowered to sell or deal with the same, and to give valid and effectual receipts and discharges for the same accordingly; anything herein contained, or any rule of law or equity to the contrary notwithstanding: Provided always, and it is hereby lastly agreed and declared, that if the said Edward Dixon and Thomas Hill, or either of them, or any trustee or trustees to be appointed by the company as hereinafter provided, shall die or be abroad, or desire to be discharged, or refuse or become incapable to act in the trusts hereby declared, then and in every such case it shall be lawful for the company to appoint a new trustee or new trustees in the place of any such last-mentioned trustee or trustees so dying or being abroad, or desiring to be discharged, or refusing or becoming incapable to act as aforesaid; and upon every or any such appointment the number of trustees may be augmented or reduced, and upon every such appointment all the trust, stocks, funds, and securities (if any), then vested in such last-mentioned trustees or trustee, or in the heirs, executors, or administrators of such last-mentioned surviving or continuing trustee, jointly with the Postmaster General for the time being, shall be so transferred that the same may be vested in such last-mentioned surviving or continuing trustee or trustees, and such new trustee or trustees jointly with the Postmaster General for the time being, and every trustee so appointed as aforesaid, may as well before as after the said trust premises shall have been so vested as aforesaid, act or assist in the execution of the trusts and powers of these presents as fully and effectually to all intents and purposes as if he had been hereby constituted a trustee.

In witness, &c.

— No. 15. —

Secretary of the Union Steam Ship Company to Mr. *F. Hill*.Union Steam Ship Company (Limited),
Southampton, 3 October 1867.

Sir,

I HAVE the honour to return herewith the draft contract submitted for the approval of the directors, for the proposed semi-monthly mail service to the Cape of Good Hope, embodying the terms of the correspondence between the Postmaster General and the company on this subject.

The directors would, however, observe, in reference to clauses No. 4 and No. 12, that it should be provided that the requirements of the Admiralty survey should only apply to such vessels as may be *built* for the company.

With reference to clause 7, the directors would not be prepared to engage that the vessels employed on the *second voyage* of the month should call at St. Helena and Ascension on the *homeward voyage*, unless it is arranged for the said vessels to call at Ascension on the outward voyage, as provided in clause 28.

With reference to clause 32, the payment of 1,000 *l.* there provided should be doubled for the double service.

They submit also that provision should be made for the maintenance of the existing rates of postage, or that, in the event of any change which would prejudice the future interests of the company, they should be indemnified against loss arising therefrom.

In other respects the directors approve of the draft contract and the draft "declaration of trusts."

F. Hill, Esq.

I have, &c.
(signed) *G. Y. Mercer.*

— No. 16. —

Mr. *F. Hill* to Secretary of the Union Steam Ship Company.

Sir,

General Post Office, 18 October 1867.

WITH reference to your letter of the 3rd instant, I am directed to inform you that this department agrees to the modifications suggested by the Union Steam Ship Company in the draft contract for doubling the mail packet service to the Cape of Good Hope.

The draft, having been altered accordingly, is again forwarded to you for examination, and I am to inquire whether it is now in all respects such as the company are prepared to assent to.

G. Y. Mercer, Esq.
&c. &c. &c.

I am, &c.
(signed) *F. Hill.*

— No. 17. —

Secretary of the Union Steam Ship Company to Mr. *F. Hill*.Union Steam Ship Company (Limited),
Southampton, 23 October 1867.

Sir,

I BEG to acknowledge receipt of your letter of 18th instant, No. 825 S., informing the directors that the modifications suggested in their letter of the 3rd instant in the draft contract for the double packet service to the Cape of Good Hope have been agreed to, together with the draft contract amended accordingly.

I am instructed to return the draft contract, and to say that it is now in all respects such as the company are prepared to assent to. The directors would at the same time wish to observe, that in the event of the rate of postage being reduced, and the question of compensation being in consequence raised, due regard should be had to the anticipated increase of the postage derivable from the extra mail monthly.

F. Hill, Esq.

I am, &c.
(signed) *G. Y. Mercer, Secretary.*

— No. 18. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 31 October 1867.

I HAVE the honour to transmit to your Lordships for consideration and approval, the draft* of a contract which has been drawn up by the solicitor of this Department, and agreed to by the directors of the Union Steam Ship Company, for giving effect to the proposal to double the existing mail packet service between this country and the Cape of Good Hope.

* It has not been deemed necessary to give the draft.

This draft is strictly in accordance with the terms sanctioned in your Lordships' letters of the 4th June and 22nd July last.

At the instance of the company, however, I have consented to the insertion of words providing—

1st. That the requirements of the Admiralty survey shall not apply to such vessels as the Company, in an emergency, may be allowed to purchase.

2nd. That the vessels performing the second voyage in each month, shall not call at Ascension on the homeward voyage, unless it is arranged for those vessels to call at Ascension on the outward voyage, as provided for in clause 28.

3rd. That the payment of 1,000 *l.* provided for in clause 32, shall be doubled for the double service.

4th. That in the event of the existing rates of postage on letters between the United Kingdom and the Cape of Good Hope, Natal, St. Helena, and Ascension, being reduced during the continuance of the contract, and of the total amount payable to the company being thereby lowered, the company shall have a claim to compensation. Such claim, if the matters cannot mutually be agreed upon, to be decided by arbitration in the usual way.

I request that the draft may be returned to this office, together with your Lordships' reply.

The Lords Commissioners
of the Treasury, &c. &c.

I have, &c.
(signed) *Montrose.*

— No. 19. —

COPY of TREASURY MINUTE, dated 4th November 1867.

TRANSMIT copy of this letter, together with the draft contract, to the Secretary of the Admiralty, with reference to previous correspondence on this subject, and state that before my Lords signify their approval of the draft contract, they would be glad to be furnished with any observations which the Lords of the Admiralty may wish to offer thereon.

Request that the draft contract may be returned, and that a reply may be sent at their Lordships' earliest convenience.

— No. 20. —

The Secretary to the Admiralty to the Secretary to the Treasury.

Sir,

Admiralty, 21 November 1867.

In reply to your letter of the 22nd of July submitting the draft contract (returned herewith), for the duplication of the mail service between this country and the Cape of Good Hope, I am commanded by my Lords Commissioners of the Admiralty to request you will lay before the Lords Commissioners of Her Majesty's Treasury the following suggestions as to certain modifications in the clauses relating to this department :

Clauses

Clauses 13 to 21 respecting passengers and stores; payment by bills payable by the "Paymaster General," in lieu of Postmaster General.

Clause 16, the word "reputed" may be substituted for "imperial" pint.

Clause 21 requires the addition of the words inserted in the marginal reference (*vide contract*).

With regard to the proposal in the Postmaster General's letter, that "the vessels performing the second service in each month shall not call at Ascension on the homeward voyage, unless it be arranged for those vessels to call at Ascension on the outward voyage, as provided for in Clause 28," it is to be observed, that the mail packets proceeding from this country on the 8th and 10th of each month do not call at Ascension on the outward, but only on the homeward voyage, so that Government passengers (generally, however few in number), requiring conveyance from this country to Ascension, are necessarily compelled to proceed *via* the Cape.

It would be a great convenience if such passengers could be sent direct to Ascension, by making it absolute for all the extra steamers to call at the island both on the outward and homeward voyages.

To the Secretary
of the Treasury.

I am, &c.
(signed) W. G. Romaine.

— No. 21. —

COPY of TREASURY MINUTE, dated 26th November 1867.

TRANSMIT copy of this letter to the Postmaster General, returning to him at the same time the draft contract for the Cape mail service, which was enclosed in his Grace's letter of the 31st ultimo, and state, that subject to the slight alterations proposed in the Admiralty letter in certain of the clauses, and to the consideration of the point hereafter noticed, my Lords approve of the draft contract in question.

State further, with reference to the two last paragraphs in the letter from the Admiralty, that as it might occasionally be desirable to communicate with Ascension on the outward voyage of a packet to the Cape, my Lords request that his Grace will communicate with the company, with a view of ascertaining for what moderate additional payment for such voyage they would agree to the outward packet calling at Ascension, on receiving a notice that she is required to do so.

— No. 22. —

Mr. F. Hill to Secretary of the Union Steam Ship Company.

Sir,

General Post Office, 28 November 1867.

WITH reference to previous correspondence on the subject of doubling the mail packet service between this country and the Cape of Good Hope, I am directed by the Postmaster General to request that you will state for what payment the Union Steam Ship Company, in the event of his Grace not desiring to avail himself of the power reserved to him by Clause 28 of the draft agreement already submitted to the company, of requiring that the packet employed on the second voyage in each month from Plymouth to Table Bay should call regularly at Ascension, would be willing to allow such packet to call there on any particular voyage, due notice being given beforehand of this accommodation being required.

It appears that there are *occasionally* Government passengers requiring a passage from this country to Ascension, and it would be a convenience to these passengers to have the means of proceeding direct to their destination by the company's steamers.

G. Y. Mercer, Esq.,
Union Steam Ship Company,
Southampton.

I am, &c.
(signed) F. Hill.

— No. 23. —

Secretary of the Union Steam Ship Company to Mr. *F. Hill*.Union Steam Ship Company (Limited),
Southampton, 4 December 1867.

Sir,

I HAVE the honour to inform you that your letter of 28th November, No. 851 S., inquiring for what payment this company would be willing to allow the packet employed on the *second voyage* of the month in the contemplated double service with the Cape of Good Hope to call at the Island of Ascension on *any particular voyage*, was laid before the directors at their meeting yesterday, and I am instructed to state that, having given the matter their best consideration, they are led to fear that the course proposed for OCCASIONALLY calling at Ascension would create irregularities prejudicial to the efficient working of the service. They, therefore, respectfully beg to convey to the Postmaster General an expression of their fears in this respect, and at the same time of their unwillingness to disturb existing arrangements.

F. Hill, Esq.

I have, &c.
(signed) *G. Y. Mercer*,
Secretary.

— No. 24. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 7 December 1867.

IN compliance with the instructions conveyed to me in your letter of the 26th ultimo, I have caused inquiry to be made of the Union Steam Ship Company as to the terms upon which they would be willing that the outward packets for the Cape of Good Hope should occasionally call at Ascension on receiving a notice that such packet would be required to do so, and I have the honour to forward herewith a copy of the reply which I have received, in which the company express an unwillingness to disturb the existing arrangements.

I request that your Lordships will be pleased to inform me whether the proposed agreement may now be executed according to the draft transmitted in my letter of the 31st of October last, but with the verbal alterations suggested by the Admiralty.

The Lords Commissioners
of the Treasury.

I have, &c.
(signed) *Montrose*.

— No. 25. —

COPY of TREASURY MINUTE, dated 12th December 1867.

WRITE to the Postmaster General that, under the circumstances stated in this letter and its enclosure, my Lords will not insist upon the insertion in the proposed new contract with the Union Steam Ship Company for the Cape of Good Hope mail service, of a clause in regard to the packets of the company being required to call occasionally on their outward voyage at Ascension, on receiving an additional payment for such voyage. And they are, therefore, pleased to authorise his Grace to execute the contract with the company, according to the draft transmitted in his Grace's letter of the 31st October last, but with the verbal alterations suggested in the Admiralty letter of the 21st ult.

Transmit copy of their Lordships' Minute of 26th November last, on the Admiralty letter of the 21st November, of this report and of its enclosure, and of the Minute thereon, to Mr. Romaine, for the information of the Lords of the Admiralty.

— No. 26. —

The Secretary to the Admiralty to the Secretary to the Treasury.

Sir,

Admiralty, 17 December 1867.

WITH reference to your letter of the 13th instant, in regard to the proposition contained in the letter of the 7th instant, from the Postmaster General, for provision to be made in the draft contract with the Union Steamship Company for the outward packets for the Cape of Good Hope to call, when required, at Ascension, I am commanded by my Lords Commissioners of the Admiralty to request you will inform the Lords Commissioners of Her Majesty's Treasury that my Lords are still of opinion that, in the new contract, the interest of the naval service should have consideration, and they must urge on the Lords of the Treasury their former suggestions.

It is not only most inconvenient, but also expensive, that officers and men ordered on passage for Ascension, should pass within sight of the island, and be carried on to the Cape of Good Hope, thence to return to Ascension.

My Lords have requested that this should be limited to the alternate packets, and they consider that such an arrangement would only be reasonable and proper.

The Secretary to the Treasury.

I am, &c.
(signed) W. G. Romaine.

— No. 27. —

COPY OF TREASURY MINUTE, dated 24th December 1867.

WRITE to Mr. Romaine, in reply to his letter of the 17th inst., and request he will state to the Lords of the Admiralty, that if their Lordships will refer to the letter from the Postmaster General of the 27th of March last, copy of which was forwarded to the Admiralty in the letter from this Board of the 7th of May following, they will observe that the Union Steamship Company offered, for a further subsidy of 3,000 *l.* a year, to call at Ascension on one of the two outward monthly voyages to the Cape of Good Hope. State that my Lords, being of opinion that they would not be warranted in sanctioning such a considerable increase of expenditure, have not authorised the Postmaster General to accept the above offer. Power has, however, been taken in the new contract for the purpose of obtaining this service on the terms above stated, if at any future time it should be thought requisite to do so. Add, in conclusion, that upon learning from the Lords of the Admiralty that they will be prepared to defray from Admiralty funds the necessary expenditure of 3,000 *l.* a year, my Lords will instruct the Postmaster General to serve notice on the Union Steamship Company that their vessels will be required to call once a month at Ascension on their outward voyage to the Cape of Good Hope.

Transmit copy of the letter from the Admiralty, dated 17th inst., and of this Minute, to the Postmaster General for his Grace's information.

— No. 28. —

Mr. F. Hill to Secretary of the Union Steam Ship Company.

Sir,

General Post Office, 18 December 1867.

WITH reference to previous correspondence, I am directed by the Postmaster General, in again transmitting to you the enclosed draft contract for the new Cape of Good Hope mail packet service, to call attention to a few further alterations which, at the suggestion of the Lords of the Admiralty, have been made in the draft, as shown in red ink. These alterations are unimportant, and his Grace apprehends that the directors of the Union Steam Ship Company will offer no objection to them.

I am at the same time to request that the directors will furnish a time table, to be appended to the contract, as provided for in the 5th clause, and that they will state what date they propose to fix for the commencement of the new agreement.

G. Y. Mercer, Esq.
&c. &c. &c.

I am, &c.
(signed) *F. Hill.*

— No. 29. —

Secretary of the Union Steam Ship Company to Mr. *F. Hill.*

Union Steam Ship Company (Limited),
Southampton, 31 December 1867.

Sir,

IN reply to your letter of the 18th instant, No. 989 S., I am instructed by the directors to inform you that they have no objections to the alterations made in the draft contract for the new Cape of Good Hope mail packet service, as suggested by the Lords of the Admiralty, to which you have directed their attention. The draft contract is herewith returned, and enclosed also is a table of dates for the new service. In submitting these dates for the approval of the Postmaster General, the directors desire to state that they are not yet in a position to fix the date for the commencement of the new agreement, as they have not, up to this time, received any reply to their communications to the Cape Government on this subject. This delay may be attributed to the fact that the Cape Parliament has not been sitting. The dates for calling at Ascension outwards are inserted in the table, to be acted upon according to circumstances. The dates for the departures from Table Bay will be the same, whether the services to Mauritius and Ceylon are continued or not.

The directors submit also, for the approval of the Postmaster General, a table of dates for the service once a month, in accordance with the terms of the existing contract, which shows a change in the date of departure from Table Bay for England, and they would request that his Grace may be pleased to communicate with the Government of the Cape Colonies on the subject of the establishment of the double service, with a view to arrangements being completed for its speedy commencement.

The directors beg, at the same time, to inform his Grace that the terms they have proposed to the Cape Government for the double service are that the subsidy of 3,000 *l.* a year now paid by that Colony for the Mauritius line, shall cease, and be paid instead to the proposed double service, together with the inland postage collected at the Cape Colonies, on the mails conveyed by the company's packets.

Fred. Hill, Esq.

I have, &c.
(signed) *G. Y. Mercer,*
Secretary.

Enclosure 1 in No. 29.

TIME TABLE of the CAPE of GOOD HOPE MAIL PACKET SERVICE for the Year 1868.

Approved by Her Majesty's Postmaster General on the

OUTWARD.					HOMeward.				
Number of Voyage.	Leave Plymouth 8 A.M. (a.)	Arrive at and Leave Ascension. (b.)	Arrive at and Leave St. Helena. (b.)	Arrive at Table Bay.	Number of Voyage.	Leave Table Bay.	Arrive at and Leave St. Helena. (c.)	Arrive at and Leave Ascension. (c.)	Arrive at Plymouth.
	1868:	1868: About	1868: About	1868:		1868:	1868: About	1868: About	1868:
January 10	- - -	February 5	February 17	March 4	March 13	March 17	April 12		
" - 25	<i>February 15</i>	- - -	March 3	" - 19	" - 28	April 1	" - 27		
February 11	- - -	March 8	" - 20	April 4	April 13	" - 17	May 13		
" - 25	<i>March 17</i>	- - -	April 3	" - 19	" - 28	May 2	" - 28		
March 10	- - -	April 5	" - 17	May 4	May 13	" - 17	June 12		
" - 25	<i>April 15</i>	- - -	May 2	" - 19	" - 28	June 1	" - 27		
April 10	- - -	May 6	" - 18	June 4	June 13	" - 17	July 13		
" - 25	<i>May 16</i>	- - -	June 2	" - 19	" - 28	July 2	" - 28		
May 10	- - -	June 5	" - 17	July 4	July 13	" - 17	August 12		
" - 25	<i>June 16</i>	- - -	July 3	" - 19	" - 28	August 1	" - 27		
June 10	- - -	July 6	" - 18	August 4	August 13	" - 17	September 12		
" - 25	<i>July 16</i>	- - -	August 2	" - 19	" - 28	September 1	" - 27		
July 10	- - -	August 5	" - 17	September 4	September 13	" - 17	October 13		
" - 25	<i>August 15</i>	- - -	September 1	" - 19	" - 28	October 2	" - 28		
August 11	- - -	September 6	" - 18	October 4	October 13	" - 17	November 12		
" - 25	<i>September 15</i>	- - -	October 2	" - 19	" - 28	November 1	" - 27		
September 10	- - -	October 6	" - 18	November 4	November 13	" - 17	December 13		
" - 25	<i>October 16</i>	- - -	November 2	" - 19	" - 28	December 2	" - 28		
October 10	- - -	November 5	" - 17	December 4	December 13	" - 17	1869: January 12		
" - 25	<i>November 15</i>	- - -	December 1	" - 19	" - 28	1869: January 1	" - 27		
November 10	- - -	December 6	" - 18	1869: January 4	1869: January 13	" - 17	February 12		
" - 25	<i>December 16</i>	- - -	1869: January 2	" - 19	" - 28	February 1	" - 27		
December 10	- - -	1869: January 5	" - 17	February 4	February 13	" - 17	March 15		
" - 25	1869: <i>January 15</i>	- - -	February 1	" - 19	" - 28	March 4	" - 30		

NOTE (a.) When the 10th or 25th of the month falls on Monday, the packet will leave Plymouth on the following day.

(b.) The packets are not to be detained here longer than necessary for the landing and embarkation of mails.

(c.) Six hours are allowed on the homeward voyage for stoppage at St. Helena, and six hours for stoppage at Ascension.

The entries in italic will come into operation under the conditions of Clause 23.

Enclosure 2 in No. 29.

TIME TABLE of the CAPE OF GOOD HOPE MAIL PACKET SERVICE, for the Year 1868.

Approved by Her Majesty's Postmaster General on the

O U T W A R D .					H O M E W A R D .				
Number of Voyage.	Leave Plymouth 8 a.m. (a.)	Arrive at and Leave Ascension.	Arrive at and Leave St. Helena. (b.)	Arrive at Table Bay.	Number of Voyage.	Leave Table Bay.	Arrive at and Leave St. Helena. (c.)	Arrive at and Leave Ascension. (c.)	Arrive at Plymouth.
			About				About	About	
	January - 10		February - 5	February - 17		March - 4	March - 13	March - 17	April - 12
	February - 11		March - 8	March - 20		April - 4	April - 13	April - 17	May - 13
	March - 10		April - 5	April - 17		May - 4	May - 13	May - 17	June - 12
	April - 10		May - 6	May - 18		June - 4	June - 13	June - 17	July - 13
	May - 10		June - 5	June - 17		July - 4	July - 13	July - 17	August - 12
	June - 10		July - 6	July - 18		August - 4	August - 13	August - 17	September 12
	July - 10		August - 5	August - 17		September 4	September 13	September 17	October - 13
	August - 11		September - 6	September 18		October - 4	October - 13	October - 17	November 12
	September 10		October - 6	October - 18		November - 4	November 13	November 17	December 13
	October - 10		November - 5	November 17		December - 4	December 13	December 17	1869 : January - 12
	November 10		December - 6	December 18		1869 : January - 4	1869 : January - 13	1869 : January - 17	February 12
	December 10		1869 : January - 5	1869 : January - 17		February - 4	February 13	February - 17	March - 15

Note (a.) When the 10th of the month falls on Monday, the packet will leave Plymouth on the following day.

(b.) The packets are not to be detained here longer than necessary for the landing and embarkation of mails.

(c.) Six hours are allowed on the homeward voyage for stoppage at St. Helena, and six hours for stoppage at Ascension.

— No. 30. —

Secretary of the Union Steamship Company to Mr. F. Hill.

Union Steamship Company (Limited),
Southampton, 31 December 1867.

Sir,

REFERRING to the directors' letter of this day accompanying the tables of dates for the Cape of Good Hope packet services, submitted for the approval of the Postmaster General, I am instructed to inform you that, with a view to expediting the establishment of the double service, they propose dispatching on the 25th of each month an extra packet from Southampton, and to place her at the disposal of his Grace, for the conveyance of the mails. The dates for the movements of the extra packets to be in accordance with the table of dates for the double service, excepting that Southampton is substituted for Plymouth. In making this proposal, the directors request permission to employ the "Anglian," one of their packets lately engaged in the Colonial Mail Service, and proposed to be employed in the contemplated double service for the conveyance of the regular mails when required so to do.

Fred. Hill, Esq.

I have, &c.
(signed) G. Y. Mercer,
Secretary.

— No. 31. —

Mr. *F. Hill* to Secretary of the Union Steamship Company.

Sir,

General Post Office, 7 January 1868.

HAVING submitted to the Postmaster General your letter of the 31st ultimo, I am directed to inform you, that his Grace gladly accepts the offer of the Union Steamship Company to convey mails, without charge, by their extra steamers, which, pending the conclusion of the new contract for a fortnightly service with the Cape of Good Hope, it is proposed to dispatch from Southampton to the Cape on the 25th of each month.

At the same time, I am to state that, in compliance with the company's request, his Grace is pleased to sanction the employment of the steamer "Anglian," when required, in the conveyance of Her Majesty's mails.

G. Y. Mercer, Esq.
&c. &c. &c.

I am, &c.
(signed) *F. Hill.*

— No. 32. —

Mr. *F. Hill* to Secretary of the Union Steamship Company.

Sir,

General Post Office, 8 January 1868.

IN the time table submitted by the Union Steamship Company for the mail service to be performed under their proposed new contract, it is stated, with reference to the second packet of the month, that when the 25th falls on a *Monday*, the packet will leave Plymouth on the following day; and in your letter, offering to convey mails by the extra steamers proposed to be despatched from Southampton, it is stated that the dates fixed for the sailing of those steamers are to be in accordance with the table of dates for the double service.

It is obvious, however, that the exception above referred to, while applicable to the case of vessels sailing from Plymouth, is inapplicable to the case of the extra steamers sailing from Southampton.

I apprehend, therefore, that, as regards the voyages from Southampton, the exception should be that the packet shall sail on the 26th of the month when the 25th falls on a *Sunday*, in which case the correspondence would be sent to Southampton by Monday's day mail.

Before issuing a notice to the public on the subject, I request to be informed whether the directors concur in this view.

I am, &c.
(signed) *F. Hill.*

— No. 33. —

Secretary of the Union Steamship Company to Mr. *F. Hill*.

Sir,

Union Steamship Company (Limited),
Southampton, 9 January 1868.

I HAVE the honour to acknowledge receipt of your letter of yesterday, No. 1, respecting the days of departure of the extra ships which the directors propose to despatch from this port with mails to the Cape of Good Hope, when the 25th of the month may fall on Sunday. I am instructed, in reply, to state that the directors would prefer that the date of departure should stand for the 25th in any case, and they hope no inconvenience would thereby arise, as, should the 25th be on Sunday, the mail would be closed in London on Saturday night; and if on Monday, the packet would not leave Southampton till after the arrival of the middle-day mail, at 1 p.m.; with this in view they would submit that the

departure be fixed at 2 p.m. throughout. Should you be of opinion, however, that any inconvenience would arise from this arrangement, the directors would not object to sail from Southampton on the 26th, when the 25th falls on a Sunday.

F. Hill, Esq.

I have, &c.
(signed) *G. Y. Mercer,*
Secretary.

— No. 34. —

Mr. *F. Hill* to Secretary of the Union Steam Ship Company.

Sir,

General Post Office, 9 January 1868.

I AM directed by the Postmaster General to inform you that he is pleased to approve of the time table submitted, in your letter of the 31st ultimo, for the monthly service with the Cape of Good Hope for this year.

At the same time I am to acquaint you that, with the view of hastening the decision of the Government of the Cape of Good Hope on the Union Steam Ship Company's proposals for the double service, his Grace has communicated with the Secretary of State for the Colonies, explaining how the proposed new contract stands, and requesting him to ascertain whether the Cape Government intend to accept the company's offer.

G. Y. Mercer, Esq.,
&c. &c. &c.

I am, &c.
(signed) *F. Hill.*

— No. 35. —

Mr. *Scudamore* to Secretary of the Union Steam Ship Company.

Sir,

General Post Office, 18 April 1868.

REFERRING to my letter of the 18th December last, and to your reply of the 31st of the same month, I am directed by the Postmaster General to request that you will state to the directors of the Union Steam Ship Company that his Grace has received from the Colonial Office the copy of a Despatch dated the 17th February last, from the Governor of the Cape of Good Hope, from which it appears that his Government is not disposed to support the suggestion for applying the subsidy of 3,000 *l.* per annum, formerly paid for the line of mail packets to the Mauritius, to the purpose of maintaining a bi-monthly line of packets between Southampton and the Cape.

The Postmaster General requests to be informed whether, under these circumstances, the Directors of the Union Steam Ship Company are still willing to execute the proposed contract for a bi-monthly service to the Cape, and are prepared to name a date for commencing such service.

G. Y. Mercer, Esq.,
Union Steam Ship Company.

I am, &c.
(signed) *F. J. Scudamore.*

— No. 36. —

Secretary of the Union Steam Ship Company to Mr. *Scudamore*.

Sir,

Union Steam Ship Company (Limited),
Southampton, 20 May 1868.

I HAVE the honour to state that your letter of the 18th ultimo, No. 5195, informing the directors that the Government of the Cape of Good Hope does not appear disposed to apply the subsidy of 3,000 *l.* per annum, hitherto paid for the line of packets to Mauritius, to the extra line of packets between Southampton and

and the Cape, and requesting them to inform the Postmaster General whether they are prepared, under these circumstances, to name a date for entering formally upon the proposed extra service, has had the best attention of the Board; and I am instructed to express the directors' disappointment at this intelligence from the Cape. They will, however, again communicate with the Colonial Government, in the hope that the question regarding the subsidy may be re-considered.

I am, in the meantime, to inform you that, with a view to the completion of the contract for the double service, that it may be laid before the House of Commons during the present Session of Parliament, and of entering formally upon the double service without further delay; the directors are prepared to execute the contract and name an early day for its commencement, upon the understanding that, in the event of its being found necessary to abandon the second line of steamers in the month, which, under certain conditions, is provided for, the service shall continue to be performed, once a month, under the conditions of the new contract, the company receiving the postage earned, instead of reverting to the old contract.

F. J. Scudamore, Esq.

I have, &c.
(signed) G. Y. Mercer,
Secretary.

— No. 37. —

Mr. *Tilley* to Secretary of the Union Steam Ship Company.

Sir,

General Post Office, 2 June 1868.

I AM directed by the Postmaster General to acknowledge the receipt of your letter of the 20th ultimo, stating that the directors of the Union Steam Ship Company are prepared to execute the contract for the conveyance of Mails twice a month between this country and the Cape of Good Hope, and to name an early day for the commencement of the double service, upon the understanding that, in the event of its being found necessary to abandon the second line of steamers in the month, the service shall continue to be performed once a month under the conditions of the new contract, the Company receiving the postage earned, instead of reverting to the old contract.

The Postmaster General has caused the draft contract to be amended accordingly (the alterations are written in red ink), and I am to transmit it herewith for examination by the directors, and to inquire whether it meets with their approval.

At the same time I am to request that, in returning this draft contract, you will furnish a copy of the table which requires to be annexed to it.

G. Y. Mercer, Esq.,
Union Steam Ship Company.

I am, &c.
(signed) John *Tilley*.

— No. 38. —

Secretary of the Union Steam Ship Company to Mr. *Tilley*.

Union Steam Ship Company (Limited),
Southampton, 4 June 1868.

Sir,

I HAVE laid before the directors of the Union Steam Ship Company your letter of the 2nd instant, and the draft contract for a mail service twice a month between the United Kingdom and the Cape of Good Hope, and I am directed to

return this draft, and to state that, with the following exceptions, it meets with the approval of the directors, and they will be prepared to sign it as soon as it is engrossed.

The exceptions are—

In the proposed addition to clause 3, the draft states, "Provided," &c. &c., on to "desire." The directors would suggest that the reference to the payment of a yearly sum by the Cape of Good Hope Government be omitted, and that the clause should merely specify that in case the company desire to give up the second service, they should be at liberty to do so, and on giving *three months'* notice instead of *six*.

I enclose a time table* to be appended to the contract, and beg to state that the company will be ready to commence the services under the new contract on the 1st July next.

J. Tilley, Esq.

I have, &c.
(signed G. Y. Mercer,
Secretary.

— No. 39. —

The Secretary to the Post Office to the Secretary to the Treasury.

Sir,

General Post Office, 8 June 1868.

REFERRING to Mr. Hamilton's letter of the 12th December last, in which he conveyed to the Postmaster General the authority of the Lords of the Treasury for executing a contract with the Union Steamship Company (Limited) for doubling the mail packet service between this country and the Cape of Good Hope, according to the draft transmitted in the letter from this office of the 31st October last, I am directed by the Duke of Montrose to inform you that the formal execution of this contract has been deferred, pending the decision of the Government of the Cape of Good Hope upon an application made by the company to that Government for the subsidy of 3,000 *l.* per annum, formerly paid for the line of packets to the Mauritius, to be appropriated to the maintenance of a bi-monthly line between the Cape and this country.

In the meantime, however, the Union Steamship Company have been performing, since the commencement of this year, an extra monthly service to the Cape without any charge.

The company have lately learnt that the Government of the Cape of Good Hope do not appear disposed to apply the subsidy of 3,000 *l.* to this additional mail service; but the directors have informed the Duke of Montrose that they are prepared, nevertheless, to execute the contract for the double mail service, upon the understanding that, in the event of their finding it necessary to abandon the second line of packets in the month, which, under certain conditions, is provided for, the service shall continue to be performed once a month under the conditions of the new contract the company receiving the postage earned, instead of reverting to the old contract.

The Duke of Montrose considers that these terms are favourable to this department, and he has, therefore, caused the draft contract already approved by the Treasury to be altered in red ink to meet the new conditions proposed by the company; and, in accordance with his Grace's directions, I submit a draft of the contract† thus altered for the final approval of their Lordships.

G. Sclater-Booth, Esq., M.P.,
&c. &c. &c.

Treasury.

I have, &c.
(signed John Tilley.

* This time table is embodied in the contract.

† It has not been deemed necessary to give the draft contract as altered.

— No. 40. —

COPY OF TREASURY MINUTE, dated 13th June 1868.

WRITE to the Postmaster General with reference to Mr. Tilley's letter of the 8th instant, that my Lords must hesitate before sanctioning the proposed new contract with the Union Steamship Company for the conveyance of the Cape of Good Hope mails, as now altered. The chief reason which induced this Board to approve of such contract was, that the service to the Cape of Good Hope would be doubled, but the insertion of a clause therein, empowering the company, on giving three months' notice, to discontinue the second service, would render it doubtful whether the object which my Lords had in view would be carried into effect during the whole period for which it is proposed the new contract should run.

— No. 41. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 18 June 1868.

ON receipt of Mr. Sclater-Booth's letter of the 15th instant, I at once communicated to the directors of the Union Steamship Company the objections which your Lordships entertained to the alterations which, at their request, had been made in the draft contract, and under which the company would have been able, at a short notice, to discontinue the second service in each month.

I have now to transmit to your Lordships the copy of the reply just received from the secretary of the company, stating that they are ready to withdraw their proposals in this respect, and to execute the contract in the form in which it was approved of by your Lordships on the 26th November last.

I presume, therefore, that I may now instruct the solicitor to have the contract engrossed and executed.

The Lords Commissioners of
the Treasury.

I have, &c.
(signed) *Montrose.*

Enclosure in No. 41.

Sir,

Union Steam Ship Company,
Southampton, 17 June 1868.

WITH reference to the communication which you have made to me, that the Lords Commissioners of the Treasury hesitate to sanction the new contract with this company for the conveyance of the Cape of Good Hope mails, in consequence of the clause which has been inserted giving the company the power to abandon the second service in the month on a notice of three months, I am instructed by the directors to state that they will forego the stipulations set forth in my letter of the 4th June, and will be prepared to execute the contract in the form in which it was submitted to them by you on the 18th December last.

I have, &c.
(signed) *G. Y. Mercer,*
Secretary.

F. J. Scudamore, Esq.

— No. 42. —

COPY of TREASURY MINUTES, dated 22nd June 1868.

WRITE to the Postmaster General that, as it appears from this letter and from its enclosure, that the directors of the Union Steam Ship Company have abandoned the stipulation that they should be at liberty at a short notice to discontinue the second service in each month, which they recently proposed should be inserted in the new contract for the Cape Mail Service, and are prepared to accept it in the form it was when the sanction of this Board was given thereto, my Lords are pleased to authorise his Grace to instruct the solicitor to the Post Office to have the contract engrossed and executed.

— No. 43. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 27 June 1868.

I HAVE the honour to transmit to your Lordships, to be laid on the table of the House of Commons for approval, a copy of the contract which I concluded, on the 24th instant, with the Union Steam Ship Company, for the Mail Packet Service between this country and the Cape of Good Hope, under the authority given to me by your Lordships' letter of the 22nd instant.

The Lords Commissioners of
Her Majesty's Treasury.

I have, &c.
(signed) *Montrose.*

CAPE OF GOOD HOPE MAILS.

COPIES of CONTRACT, dated 24 June 1868, entered into between the Postmaster General and the Union Steam Ship Company for the Conveyance of the MAILS Twice every Month between this Country and the *Cape of Good Hope*; and, of CORRESPONDENCE between the Treasury, Admiralty, and Post Office relative thereto.

(*Mr. Candlish.*)

(*Mr. Sclater-Booth.*)

*Ordered, by The House of Commons, to be Printed,
29 June and 3 July 1868.*

365.

Under 8 oz.

GREENOCK, ARDRISHAIG, AND ROTHESAY MAILS CONTRACT.

RETURN to an Order of the Honourable The House of Commons,
dated 21 November 1867;—for,

COPY “ of CONTRACT for conveying HER MAJESTY’S MAILS between *Greenock*,
Ardrishaig, and *Rothesay*, and of TREASURY MEMORANDUM thereon.”

Treasury Chambers, }
21 November 1867. }

GEORGE WARD HUNT.

CONTRACT for conveying HER MAJESTY’S MAILS between *Greenock*,
Ardrishaig, and *Rothesay*, dated 30th and 31st October and 1st November
1867.

IT IS CONTRACTED AND AGREED UPON between the parties underwritten,
videlicet, Thomas Barwise Harkness, Esquire, acting as one of the district sur-
veyors of the General Post Office, hereinafter designated “the said district sur-
veyor,” for and on behalf of Her Majesty’s Postmaster General on the one
part, and David Hutcheson, Alexander Hutcheson, and David MacBrayne, all
steamship owners in Glasgow, and carrying on business there as steamship
owners under the firm of David Hutcheson & Company, hereinafter designated
“the said contractors,” on the other part, in manner following: That is to say,
the said contractors, in consideration of the payments after mentioned, bind
and oblige themselves jointly and severally, and their heirs, executors, and
successors, and the said firm of David Hutcheson & Company, from and after
the 1st day of November 1867, which is hereby declared to be the date of
commencement of this Contract, and until the same shall be determined
in manner after written, to convey, or caused to be conveyed, all Her Majesty’s
mails, or bags of letters, or packets and newspapers which may be delivered to
them, the said contractors, or their foresaids, or to any of their agents or
servants, by or on behalf of the Postmaster General for the time being, for
conveyance between the towns of Greenock and Ardrishaig and the inter-
mediate places, and between the towns of Greenock and Rothesay and the
intermediate places by steam vessels, as after mentioned; and the said Con-
tractors bind and oblige themselves and their foresaids that one of the said
steam vessels shall leave Greenock on the voyage to Ardrishaig once in every
day in every week (Sundays excepted), at nine o’clock *ante meridiem*, throughout
the year, and that one of the said steam vessels shall leave Ardrishaig for
Greenock once in every day in every week (Sundays excepted), not earlier than
one o’clock *post meridiem*, throughout the year; and that all the said steam
vessels shall call both on the voyage to Ardrishaig and on the voyage to Greenock
for the purpose of delivering and receiving mail bags at Dunoon, Innellan,
Rothesay, Colintraio, Tigh-na-Cruaich, and Tarbert, and that the said steam
vessels shall perform the trip each way in not more than three hours and three
quarters in ordinary weather; and the said Contractors farther bind and oblige
themselves and their foresaids, that one of the said steam vessels shall leave
Greenock on the voyage to Rothesay once in every day in every week (Sundays
excepted), at or between the hours of four and five o’clock *post meridiem*, and
that one of the said steam vessels shall leave Rothesay on the voyage to Greenock

Contractors.

Commencement.

Greenock and
Ardrishaig.

Intermediate places.

Greenock and
Rothesay.

once

once in every day in every week (Sundays excepted), at seven or eight o'clock *ante meridiem*, throughout the year, and shall call both on the voyage to Rothesay and on the voyage to Greenock for the purpose of delivering and receiving mail bags at Dunoon and Innellan, and shall perform the trip each way in not more than one hour and a half in ordinary weather, and that all the said steam vessels shall, if so required, take up and deliver mail bags at any other place or places where they may touch in the course of their respective voyages; and the said contractors further bind and oblige themselves and their foresaids, at their own costs and charges, to provide a sufficient number of substantial, speedy, and sea-worthy steam vessels, fully manned, and commanded by skilful masters, and having affixed to each of them at some convenient place a suitable chest or locker, with lock and key, for depositing the mails in, all to the satisfaction of the said district surveyor or his successor in office (district surveyor for the time being), or of such person as he may appoint for such purpose. That the said mails shall be placed under the charge of the commanders of the respective steam vessels, who shall take the declaration of office required by the Post Office laws, and who shall protect the said mails to the utmost of their power, and shall deliver the same to such persons as may be authorised to receive them by the said district surveyor or his successor aforesaid, as soon as possible after the arrival of the said steam vessels at the respective places above-mentioned, or at such other places as the said vessels may at any time call at, as above-mentioned. That the said Contractors and their foresaids, and all the commanders for the time being of the said steam vessels, shall faithfully obey and perform all such rules as may be laid down for their guidance in connection with the conveyance of the mails, and as shall from time to time be signified in writing to them by the said district surveyor or his successor aforesaid, or by or by order of the Postmaster General for the time being, it being understood that such rules shall not interfere with the working of the regular traffic of the said steam vessels. That the said Contractors shall be bound and obliged, as they hereby bind and oblige themselves and their foresaids, to keep a steamer in reserve at Greenock during the winter to be dispatched with the mails in the event of the steamer from Glasgow being detained by fog or otherwise. That if the said Contractors or their foresaids shall at any time during the continuance of this Contract, refuse or neglect to provide a sufficient number of steam vessels, fitted, manned, and commanded as aforesaid, for the conveyance of the said mails, or if they or their foresaids shall fail at any time to have a steam vessel in readiness at the appointed hour either at Greenock, Rothesay, or Ardrishaig, for the conveyance of the said mails, then and in any such case it shall be in the power of the said district surveyor or his successor aforesaid, or of any person to be so appointed by him or his successor as aforesaid, to charter another steam vessel, or to employ any other means that may be deemed fit for the conveyance of the mails as aforesaid, and to charge the whole of the expenses to be thereby incurred to the said Contractors or their foresaids; and thereupon they or their foresaids shall and will, on demand, well and truly pay, or cause to be paid, to the said district surveyor or his successor aforesaid, the whole of the expenses to be so incurred by him or by the revenue of the Post Office, in consequence of such neglect, refusal, or failure, or in reference thereunto, to be recoverable against the said Contractors or their foresaids, as and for liquidated damages; and farther, that in case of any such neglect, refusal, or failure, it shall be in the power of the said district surveyor or his successor aforesaid to deduct and retain all or any part of such expenses out of any such sum or sums of money as may then be due, or may thereafter become due, to the said Contractors or their foresaids, by virtue of this present Contract, in discharge, so far as the same will extend, of such expenses; but this present provision shall be without prejudice to the right of the Postmaster General for the time being, or the said district surveyor or his successor aforesaid, to put an end to this Contract under the proviso for such purpose hereinafter contained, in case he shall see fit so to do. That the said contractors or their foresaids shall pay and discharge the whole expenses incurred for landing or taking on board the mail bags, and all river, harbour, lighthouse, pilotage, or other dues which may be exigible for the said steam vessels, at any of the ports or places at which they shall happen to be, or to touch in the course of their several voyages, and all other expenses connected therewith in any manner of way; declaring that the Postmaster General shall in no way be held liable for any such

Intermediate places.

Accommodation to be provided.

Commanders duties.

Post Office rules to be made.

Steamer to be kept in reserve.

Contractors to provide for payment of all dues, rates, &c.

such expenses; for which causes, and on the other part, the said district surveyor binds and obliges himself and his successors in office during the continuance of this Contract, and for and on behalf of the Postmaster General for the time being, well and truly to pay, or cause to be paid, to the said Contractors or their foresaids (the receipt of any one of whom shall be held as sufficient evidence of payment) out of such aids or supplies as may be from time to time provided and appropriated by Parliament for that purpose, the yearly sum of 1,360 £, by monthly payments on the first day of every month, or as soon thereafter as the accounts can be checked and settled, and so in proportion for any period less than a year: provided always, and it is hereby agreed and declared between and by the said parties hereto, that if any of the said payments hereinbefore covenanted to be made, shall be behind and unpaid for the space of one calendar month after the same shall have become due, and the said Contractors or their foresaids shall not, within one week after the expiration of such calendar month, give notice in writing of such non-payment to the said district surveyor or his successor aforesaid, then and in that case the said payment then due, and in respect of which such default of notice shall be so made as aforesaid, shall be forfeited, and the said Contractors or their foresaids shall be utterly precluded from recovering payment of the same or any part thereof, and shall not be relievable at law or in equity: provided always, and it is hereby farther agreed and declared, that this Contract shall continue in force for the term of four years certain from and after the said 1st day of November 1867, and thereafter until one of the said parties shall have given to the other of them six calendar months' notice of his or their desire to put an end to the same, at the end of which six calendar months this Contract shall terminate and come to an end accordingly: Provided also, that if the said Contractors or any of them shall die, or if they or any of them or their said firm of David Hutcheson and Company shall become bankrupt or insolvent, or if they or any of them or their foresaids shall not, in the judgment and opinion of the Postmaster General for the time being (and whose decision on the subject shall be final), well and faithfully observe and perform all or any of the covenants and agreements in this present Contract contained, and on their part and behalf to be kept and performed, it shall be lawful for the Postmaster General for the time being, or the said district surveyor or his successor aforesaid, by writing under his hand, at any time to put an end to this present Contract, and thereupon the same shall be null and void; and the said Postmaster General for the time being shall and may, if he shall so think proper, declare the sum or sums of money (if any) then due to the said Contractors or their foresaids in respect of this Contract from the last preceding day of payment, to be forfeited by reason of the expense and inconvenience to which such death, bankruptcy, or insolvency, or breach or non-performance of contract by them, may have occasioned to the revenue of the Post Office; and for the due performance of the covenants and agreements herein contained, and on the part of the said Contractors and their foresaids to be done, observed, and performed, they the said Contractors hereby bind and oblige themselves, their heirs, executors, and successors, unto Her Majesty and Her successors, in the sum of 4,000 £. sterling, to be recovered by way of liquidated damages and not by way of penalty, and to be recoverable notwithstanding the Postmaster General for the time being may put an end to this Contract in manner hereinbefore mentioned, and may declare the sum or sums of money then due to the said Contractors or their foresaids in respect thereof, to be forfeited as hereinbefore is mentioned and provided; and it is hereby farther provided and declared, that in all cases in which any notice is hereinbefore directed or required to be given to the said Contractors or any of them, or their foresaids, for any of the purposes hereinbefore-mentioned, the sending of such notice by the post addressed to his or their usual or last known dwelling-place or place of business, shall in all cases be deemed and considered as sufficient notice to them, within the intent and meaning of these presents; and it is hereby farther agreed and declared, that it shall not be lawful or competent for the said Contractors or their foresaids at any time or times during the continuance of this present Contract, to give, grant, bargain, sell, assign, set, let, underlet, or otherwise part with or dispose of, this present Contract or undertaking, or the benefit, advantage, or profit thereof, or of the several matters and things herein contained, to any person or persons whomsoever; and for the due and faithful

Allowances.

Duration of contract.

Penalty.

Sureties.

performance of the several duties, obligations, and stipulations hereby undertaken to be observed and performed by the said Contractors and their foresaids, William Lindsay, merchant, Greenock, and John Dawson, merchant, Greenock, hereby bind and oblige themselves, conjointly and severally, and their respective heirs, executors, and successors, renouncing the right of priority of discussion as cautioners, sureties, and full debtors, for and with the said Contractors, that the said Contractors and their foresaids shall honestly and faithfully discharge and perform the several duties and obligations undertaken by them in this Contract; and it is hereby farther agreed and declared, that in case any dispute or difference shall arise between the said Contractors or their foresaids, and the said district surveyor or his successor aforesaid, or any other person or persons in respect of or in relation to any of the covenants, agreements, matters, and things herein contained, or the true meaning and construction thereof, the same shall be, as the same is, hereby referred to the determination of the Postmaster General for the time being, whose decision therein shall be final; and it is hereby lastly agreed and declared, that in pursuance of the directions contained in a certain Act of Parliament made and passed in the 22nd year of the reign of his late Majesty King George the Third, intituled "An Act for restraining any Person concerned in any Contract, Commission, or Agreement, made for the Public Service, from being elected or sitting and voting as a Member of the House of Commons;" no Member of the House of Commons shall be admitted to any share or part of this Contract, or to any benefit to arise therefrom, contrary to the true intent and meaning of the said Act; and the said parties consent to the registration thereof in the books of Council and Session, or in those of any other competent Court, therein to remain for preservation, and that a charge to make payment within six days, or letters of horning on six days' charge, and all other necessary execution, may pass on a decret to be interponed hereto in common form as effeirs, and for that effect they constitute

their Procurators, &c. In witness Whereof, &c.

Contract dated 30th and 31st October, and 1st November 1867.

MEMORANDUM respecting a new CONTRACT which has been entered into between the General Post Office and Messrs. *David Hutcheson* and Company, for the Conveyance of HER MAJESTY'S MAILS between *Greenock, Rothesay, and Ardrishaig*.

THE mail service between Greenock, Rothesay, and Ardrishaig has hitherto been performed by fast steam-vessels during the summer months, and by slower and inferior vessels during the winter; and for this service Messrs. Hutcheson and Co. have been paid at the rate of 1,260 *l.* a year. By the new contract (which is to continue in force for four years from the 1st November 1867 inclusive, and thereafter until six months' notice be given by either of the parties), Messrs. Hutcheson and Co. undertake to provide a service in winter at the same hours as during the summer, and this increase of accommodation has been obtained for the moderate additional payment of 100 *l.* a year; the annual payment under the new Contract being fixed at 1,360 *l.*

Treasury Chambers,
November 1867.

GREENOCK, ARDRISHAIG, AND ROTHESAY
MAILS CONTRACT.

COPY of CONTRACT for conveying HER MAJESTY'S
MAILS between *Greenock, Ardrishaig, and Rothesay,*
and of TREASURY MEMORANDUM thereon.

(*Mr. Hunt.*)

Ordered, by The House of Commons, to be Printed,
21 November 1867.

HALIFAX, BERMUDA, AND ST. THOMAS PACKET SERVICE CONTRACT.

RETURN to an Order of the Honourable The House of Commons,
dated 2 December 1867 ;—for,

“COPIES of a CONTRACT dated the 2nd day of December 1867, entered into between the Postmaster General and *William Cunard*, Esquire, for a PACKET SERVICE once every Four Weeks between *Halifax*, *Bermuda*, and *St. Thomas* :”

“And, of CORRESPONDENCE between the Treasury, the Admiralty, and the Post Office, relative to the continuance of a PACKET SERVICE between *Halifax*, *Bermuda*, and *St. Thomas* at the expiration of the present Contract.”

Treasury Chambers, }
2 December 1867. }

GEORGE WARD HUNT.

— I. —

COPY of a CONTRACT dated the 2nd day of December 1867, entered into between the Postmaster General and *William Cunard*, Esquire, for a Packet Service every Four Weeks between *Halifax*, *Bermuda*, and *St. Thomas*.

— No. 1. —

HALIFAX BERMUDA AND ST. THOMAS MAILS.

ARTICLES OF AGREEMENT made this second day of December in the year 1867 between the Most Noble James Duke of Montrose Her Majesty's Postmaster General of the first part *William Cunard* of 52 Old Broad-street in the City of London Esquire (hereinafter called the Contractor) of the second part and *Henry Boggs* of 8 Crosby-square in the City of London Esquire and *John Bromley Foord* of 52 Old Broad-street aforesaid merchant of the third part witnesseth that the Contractor for himself his heirs executors and administrators doth hereby covenant with Her Majesty's Postmaster General his executors administrators successors and assigns Her Majesty's Postmasters General for the time being in manner following (that is to say) :

1. THE Contractor will at all times during the continuance of this Agreement or so long as the whole or any part of the service hereby agreed to be performed or ought to be performed in pursuance thereof provide keep seaworthy and in complete repair and readiness for the purpose of conveying as hereinafter provided all Her Majesty's mails (in which term “ Mails ” all boxes bags or packets of letters newspapers books or printed papers and every other article transmissible by the post to whatever country or place they may be addressed or in whatever country or place they may have originated and all empty bags empty boxes and other stores and articles used or to be used in carrying on the Post Office Service which shall be sent by or to or from the Post Office are agreed to be comprehended) which shall at any time and from time to time by the Postmaster General or any of his officers or agents be required to be conveyed as hereinafter provided in both directions between *Halifax* in *Nova Scotia* and the *Island of St. Thomas* or such substituted port as hereinafter mentioned in the *West Indies* a sufficient number of good substantial and efficient steam vessels of adequate power and speed and supplied with first-rate appropriate steam engines and in all respects suited to the performance of the services herein agreed to be performed within the respective times herein stipulated.

Contractor to provide vessels.

2. One of such vessels shall once in every four weeks on such day and at such hour as the Postmaster General shall from time to time appoint by writing

Times of starting from *Halifax*.

under his hand or under the hand of the Secretary or one of the Assistant Secretaries for the time being of the Post Office and immediately after Her Majesty's mails are embarked put to sea from Halifax aforesaid and shall proceed without loss of time to the Island of St. Thomas aforesaid or such substituted port as hereinafter mentioned and such vessel shall call on the voyage and deliver and receive mails at St. George's in the Island of Bermuda.

Times of starting
from St. Thomas.

3. The same vessel shall after a stay the duration of which shall be fixed by the Postmaster General but which shall not exceed three days and immediately after Her Majesty's mails are embarked put to sea from St. Thomas aforesaid or such substituted port as hereinafter mentioned and proceed without loss of time to Halifax aforesaid and shall call on the voyage and deliver and receive mails at St. George's aforesaid.

Period of stay at
port of call.

4. On every such voyage as aforesaid the vessel performing the same shall stop at St. George's in Bermuda aforesaid for such time not exceeding 12 hours of daylight as the Postmaster General shall in manner aforesaid appoint.

Duration of voyage.

5. The duration of each such voyage as aforesaid in either direction between St. Thomas and Halifax aforesaid shall not exceed 200 hours exclusive of the time of stoppage at St. George's aforesaid.

Postmaster General
may alter times of
departure.

6. If at any time or times the Postmaster General shall desire to alter the particular days times or hours of departure from or arrival at any of the ports or places to or from which Her Majesty's mails are to be conveyed under this Agreement he shall be at liberty so to do on giving three calendar months' previous notice in writing of such his desire to the Contractor provided such alterations do not necessitate an increase of speed And further if at any time during the continuance of this Contract the Postmaster General shall desire to substitute for the port of St. Thomas any other port in the West Indies as the place to and from which Her Majesty's mails are to be conveyed under this Contract he shall be at liberty to do so on giving 12 calendar months' previous notice in writing to the Contractor of such his intention and of the port to be substituted the Postmaster General allowing to the Contractor such further time if any and paying to the Contractor for such change in the service out of such monies as may be from time to time appropriated by Parliament for the purpose such further sum if any as may be mutually agreed upon between the Postmaster General and the Contractor or failing such mutual agreement the same to be settled by arbitration in the manner hereinafter provided.

Postmaster General
may defer departure
of vessels for 24
hours.

7. Should it be deemed by the Postmaster General his officers or agents requisite for the public service that any vessel to be employed under this Agreement should at any time or times delay her departure from any port from which the mails are to be conveyed under this Agreement beyond the period appointed for her departure therefrom the Postmaster General his officers or agents shall have power to order such delay (not however exceeding 24 hours) by letter addressed by him or them to the master of any such vessel or person acting as such and which shall be deemed a sufficient authority for such detention.

In case vessels dis-
abled others to be
provided.

8. In the event of any such vessel as aforesaid being lost or destroyed by fire tempest or any other casualty or requiring repair during the continuance of this Contract the Contractor shall provide without unnecessary delay and within such reasonable time as may be required by the Naval Commander in Chief or senior naval officer on the North American and West Indian station another vessel of similar power and description and shall convey the mails in the meantime in good and sufficient sailing vessels to be provided by him to be approved of by the Naval Commander in Chief or senior naval officer on the North American and West Indian station.

Vessels unfit to be
withdrawn from
service.

9. If any vessel employed by the Contractor in the performance of any service hereby agreed to be performed by him shall appear by experience to be unfit for the performance of such service it shall be lawful for the Postmaster General by notice in writing under his hand or under the hand of the Secretary or one of the Assistant Secretaries for the time being of the Post Office to require such vessel to be withdrawn from such services and from and after the service of such notice such vessel shall not be again employed in the performance of any such service without the consent in writing of the Postmaster General.

10. If the Contractor fail to provide an efficient vessel at Halifax ready to put to sea on and at the appointed day and hour then and so often as the same shall happen the Contractor shall forfeit and pay unto Her Majesty Her heirs and successors the sum of 500*l.* and also the further sum of 100 *l.* for every successive 24 hours which shall elapse until such vessel actually proceeds to sea on her voyage in the performance of this Agreement but so nevertheless that the aggregate amount of such penalties in respect of any one voyage which ought to be made in pursuance of this Agreement shall not exceed the part of the subsidy of 19,500 *l.* hereinafter mentioned which shall be applicable to such voyage by a greater sum than the sum of 1,000 *l.*

Penalty for not providing vessels.

11. If the duration of any such voyage as aforesaid between Halifax and St. Thomas in either direction (exclusive of the stoppage at St. George's aforesaid) shall exceed 200 hours then and so often as the same shall happen the Contractor shall forfeit and pay to Her Majesty Her heirs and successors the sum of 30*l.* for every complete period of 12 hours consumed on such voyage beyond the period of 200 hours or if the duration of any voyage in either direction (exclusive of the stoppage at St. George's aforesaid) between Halifax and any port to be substituted for the port of St. Thomas under the power in that behalf reserved to the Postmaster General by the sixth clause of this Agreement shall exceed the period fixed for the duration of the voyage in either direction (exclusive of the stoppage at St. George's aforesaid) between Halifax and such substituted port as in such sixth clause mentioned then and so often as the same shall happen the Contractor shall forfeit and pay unto Her Majesty Her heirs and successors the sum of 30 *l.* for every complete period of 12 hours consumed on such voyage beyond the period fixed for the duration thereof.

Penalty for delay.

12. Provided always that the full amount of the sums payable by reason of delay on any one voyage shall never exceed the portion of the subsidy of 19,500*l.* hereinafter agreed to be paid by the Postmaster General as applicable to such voyage and provided further that the payment of any such sums shall not be enforced against the Contractor if it be shown by him to the satisfaction of the Postmaster General that the delay has arisen from causes over which he had not and could not have had any control.

Limitation of penalties for delay.

13. The Contractor shall provide on each of the said vessels and to the satisfaction of the Postmaster General a separate and convenient place for the secure deposit of the mails under lock and key.

Deposit for mails to be provided.

14. The master or commander of every such vessel as aforesaid shall without any remuneration other than that herein provided to be paid to the Contractor take charge of the mails and shall be responsible for the receipt safe custody and delivery thereof and each of such masters or commanders shall make the usual declaration or declarations required or which may hereafter be required by the Postmaster General in such and similar cases and furnish such journals returns and information and perform such services as the Postmaster General or his agents may require and every such master or commander or officer duly authorised by him having the charge of mails shall himself immediately on the arrival at any of the said ports or places of any such vessels deliver all mails for such port or place into the hands of the Postmaster or other person at such port or place whom the Postmaster General shall authorise to receive the same receiving in like manner all the return or other mails to be forwarded in due course.

Masters of vessels to take charge of mails.

15. The Contractor and all commanding and other officers of the vessels employed in the performance of this Agreement and all agents seamen and servants of the Contractor shall at all times punctually attend to the orders and directions of the Postmaster General his officers or agents as to the mode time and place of landing delivering and receiving mails.

Contractor and his servants to obey orders of Postmaster General.

16. The Contractor shall not, nor shall any of the masters or commanders of any of the vessels employed or to be employed under this Agreement receive or permit to be received on board any of the vessels employed under this Agreement any letters for conveyance other than those duly delivered in charge to him by the Postmaster General or his officers or agents or which are or may be privileged by law nor any mails for conveyance on behalf of any colony or foreign country without the consent of the Postmaster General and in case

No letters or mails other than British to be conveyed.

of any such default respectively the Contractor shall be liable to be proceeded against for breach of this Agreement.

Nor dangerous substances.

17. The Contractor shall not convey in any of the said vessels any nitro-glycerine or other article which shall have been legally declared specially dangerous.

Contractor to convey Government passengers.

18. The Contractor shall and will when and as often as in writing he or the masters of the said respective vessels shall be required so to do by the Lords Commissioners of the Admiralty or by any naval or other officers or agents acting under their authority (such writing to specify the rank or description of the person or persons to be conveyed and the accommodation to be provided for him or them) receive provide for victual and convey to and from and between any of the places to which any of the said vessels are to proceed in the performance of this Contract on board each and every or any of the vessels to be employed in the performance of this Contract any number of naval military and civil officers in the service of Her Majesty not exceeding four in any one ship with or without their wives and children as chief cabin or first-class passengers and any number of non-commissioned and warrant officers not exceeding four in any one ship with or without their wives and children as fore-cabin or second-class passengers together with servants of both chief and fore-cabin passengers and any number of seamen marines soldiers or artificers in Her Majesty's service not exceeding eight in any one ship with or without their wives and children as deck or third-class passengers and such third-class passengers shall be always provided with effectual protection from rain sun and bad weather and not exposed on deck without such competent shelter and shall have hammocks or bunks (subject to the approval of the naval authorities) placed between decks due notice being given if practicable to the Contractor or his agent at the port of embarkation.

Their accommodation.

19. All passengers who shall be conveyed in pursuance of the last preceding clause (who are hereinafter designated Government passengers) with their families shall be treated in no respect whether as regards food cabin or other accommodation or aught else in a way inferior to that of ordinary passengers of the same class or to that required by the regulations of Her Majesty's transport service and the messing of the first and second-class Government passengers shall include each day a reputed pint of good sound bottled or draught ale or beer and that of the first-class in addition a reputed pint of good foreign wine either port or white and the several classes of passengers shall mess in separate places and shall be supplied with medicine and medical comforts mess utensils and fittings cooking utensils articles for table use and mess places cabins and berths fuel lights requisite articles of bedding and all other necessities.

Their passage money.

20. The passage money for Government passengers shall from time to time be the same as that charged by the Contractor for ordinary passengers of a similar kind and whenever any alteration shall be made in the rates of passage money payable by ordinary passengers notice of such alteration shall forthwith be given by the Contractor to the Postmaster General and to the Lords Commissioners of the Admiralty and such passage money shall include all the particulars specified in the last preceding clause of these presents.

Their baggage.

21. The Contractor shall convey for each Government passenger such a quantity of baggage as is specified in the schedule hereunto annexed and the freight payable for any extra baggage of a Government passenger shall be at the same rate as the freight payable for extra baggage of an ordinary passenger of the same class.

Returns of Government passengers.

22. Returns of the embarkation and disembarkation of all Government passengers shall be furnished by the Contractor to the Director of Transport Services immediately after the departure and arrival of each vessel.

Payment of passage money how made.

23. Payments of passage money of Government passengers shall be applied for by invoices according to a form to be obtained from the office of the Director of Transport Services and shall be made upon the production to such Director of the orders for the passages together with a certificate under the hand of the commanding officer specifying the number of the third-class passengers (men

women

women and children) conveyed with the ages and sexes of the latter and stating the periods during which they have respectively been regularly supplied while on board with provisions and also of a certificate under the hand of each first and second-class passenger of his or her having been landed at the place of destination and of having been properly accommodated and messed during the voyage and specifying the dates from and to which they were so messed computed from the first to the last dinner meal.

24. The passage money for the wives and families of commissioned and civil officers when not ordered to be conveyed at the public expense shall be paid to the Contractor by the officers themselves at the ordinary rates for private passengers.

Passages of officers' families not ordered at public expense.

25. In all cases where an officer in the civil naval or military service of Her Majesty who may not be entitled to a passage at the public expense shall require a passage on board any of the vessels employed in the performance of this Contract the Contractor shall be bound to provide such passage and shall charge no higher rate for such passage than is chargeable for an ordinary passenger.

Contractor to be bound to convey officers in Her Majesty's service when required, and at ordinary rates.

26. The Contractor shall receive on board each of the vessels employed in the performance of this Contract and shall convey on behalf of the Lords Commissioners of the Admiralty without charge any small packages which may be ordered for conveyance and also (on receiving from the Postmaster General or his officers or agents or from the British naval officer in command of the station two days' previous notice) shall receive on board any naval or other stores not exceeding five tons' weight or seven tons and a half measurement of 40 cubic feet to each ton at any one time in any one vessel and shall convey and deliver such stores at the lowest rate of freight charged by the Contractor for private goods and shall give immediate notice to the Postmaster General and the Lords Commissioners of the Admiralty of any alteration in such rate of freight and the Contractor shall be in all cases responsible for the custody and safe and speedy delivery of such packages and stores.

Packages and stores to be conveyed for Admiralty.

27. And in consideration of the due and faithful performance by the Contractor of all the services hereby agreed to be by him performed the Postmaster General doth hereby covenant that there shall be paid to the Contractor (out of such aids or supplies as may be from time to time provided and appropriated by Parliament for that purpose) so long as he performs the whole of the said services in the manner and with such vessels as herein respectively provided a subsidy or sum after the rate of 19,500 *l.* per annum in equal quarterly payments on the 1st day of April the 1st day of July the 1st day of October and the 1st day of January and with a proportionate part thereof should this Agreement be determined on any other day than one of those hereinbefore mentioned which said subsidy shall be received by the Contractor for all costs and expenses which he may incur or be put unto by reason of all and singular the services hereby contracted to be performed subject however to the abatement of any sums of money in respect of forfeitures which the Contractor may have incurred as herein provided and which payments shall be made on the production by the Contractor from time to time to the Receiver and Accountant General for the time being of the General Post Office of certificates from the proper officers of the Postmaster General that the terms and conditions of this Agreement have been punctually performed or so soon thereafter as the accounts sent in for the then last quarter can be checked and examined Provided always that save as in this Contract is otherwise expressly stipulated none of the services or duties to be performed by the Contractor shall entitle him to any remuneration beyond or other than the subsidy hereinbefore agreed to be paid to him by the Postmaster General And it is hereby further agreed and declared between and by the said parties to these presents as follows that is to say:—

Subsidy.

28. If at any time during the continuance of this Agreement or after the determination thereof any dispute shall arise between the parties hereto or their executors administrators or successors respectively concerning any breach or alleged breach by or on the part of the Contractor of this Agreement or the sufficiency of any such breach to justify the Postmaster General in putting an end to the same or concerning the amount of consideration to be paid to or

Disputes to be referred to arbitration.

allowed by the Contractor as the case may be or concerning any of the covenants matters or things herein contained or in anywise relating thereto and notwithstanding the power herein contained to determine this Agreement and any execution or attempted execution of such power such dispute shall be referred to two arbitrators one to be chosen from time to time by the Postmaster General and the other by the Contractor and if such arbitrators should at any time or times not agree in the matter or question referred to them then such question in difference shall be referred by them to an umpire to be chosen by such arbitrators before they proceed with the reference to them and the joint and concurrent award of the said arbitrators or the separate award of the said umpire when the said arbitrators cannot agree shall be binding and conclusive upon both parties.

Submission thereto may be made a rule of Court.

29. Any submission to arbitration in pursuance of this Agreement may be made a rule of in any of Her Majesty's Courts of Record pursuant to the statutes in that case made and provided on the application of either party.

All postage to belong to Her Majesty.

30. The whole passage of all mails conveyed in the vessels employed under this Agreement shall belong to Her Majesty and shall be at the disposal of the Postmaster General.

Postmaster General may delegate his powers.

31. It shall be lawful for the Postmaster General at any time and from time to time to delegate any of the powers vested in him by virtue of these presents to such person or persons as he shall think fit.

Quarantine.

32. The Contractor shall undertake for himself all arrangements relative to quarantine as connected with the due and regular performance of the conditions of this Contract.

Commencement and determination of Agreement.

33. This Agreement shall commence on the 1st day of January 1868 and shall continue in force for 10 years and then determine if the Postmaster General shall by writing under his hand or under the hand of the Secretary or one of the Assistant Secretaries of the Post Office for the time being have given to the Contractor or if the Contractor shall have given to the Postmaster General 12 calendar months' previous notice in writing that this Agreement shall so determine but if neither the Postmaster General nor the Contractor shall have given any such notice this Agreement shall continue in force even after the said term of 10 years until the expiration of a 12 calendar months' notice in writing as aforesaid given at any time after the expiration of the first nine years from the 31st day of December 1867 by either of the parties hereto to the other of them. Provided always that the Postmaster General shall have power absolutely to determine this Contract at the end of five years from the commencement thereof upon giving to the Contractor 12 calendar months' notice in writing of his intention so to do and in that case he shall out of monies to be appropriated by Parliament for that purpose as aforesaid pay to the said Contractors the sum of 5,000 *l.* being at the rate of 1,000 *l.* per annum over and above the sum stipulated to be paid to the Contractor in clause 27 of this Contract.

Penalties to be considered ascertained damages.

34. All and every the sums of money hereby stipulated to be paid by the Contractor unto Her Majesty Her heirs and successors shall be considered as stipulated or ascertained damages whether any damage or loss has or has not been sustained and shall and may be retained by the Postmaster General out of any monies payable or which may thereafter become payable to the Contractor or the payment may be enforced as a debt due to Her Majesty with full costs of suit at the discretion of the Postmaster General provided however that the payment by the Contractor of any sums of money (by way of penalties) shall not in any manner prejudice the right of the Postmaster General to treat the failure (if any) on the part of the Contractor to provide a proper vessel or to perform a voyage at or within the times hereinbefore in that behalf mentioned as a breach of this Agreement.

Contract not to be assigned, &c.

35. The Contractor shall not assign underlet or dispose of this Agreement or any part thereof without the consent of the Postmaster General signified in writing under his hand or under the hand of the Secretary or one of the Assistant Secretaries of the Post Office and in case of the same being assigned underlet or otherwise disposed of or of any great or habitual breach of this Agreement

Agreement or of any covenant matter or thing herein contained on the part of the Contractor his officers agents or servants and whether there be or be not any penalty or sum of money payable by the Contractor for any breach it shall be lawful for the Postmaster General if he shall think fit (and notwithstanding there may or may not have been any former breach of this Contract) by writing under his hand or under the hand of the Secretary or one of the Assistant Secretaries of the Post Office to determine this Agreement without any previous notice to the Contractor or his agents nor shall the Contractor be entitled to any compensation in respect of such determination and such determination shall not deprive the Postmaster General for the time being of any right or remedy to which he would otherwise be entitled by reason of such breach or any prior breach of such Contract.

36. If on the determination of this Agreement any vessel or vessels shall have started or shall start on any voyage or voyages with the mails in conformity with this Agreement such voyage or voyages shall be continued and performed and the mails be delivered and received during the same as if this Agreement had remained in force and with regard to any such vessels and services as last aforesaid this Agreement shall be considered as having terminated when such vessels shall have reached their port or place of destination and such services shall have been performed but the Contractor shall not be entitled to any remuneration in respect of such voyage or voyages.

Voyages to be completed after termination of Agreement

37. All notices or directions which the Postmaster General his officers agents or others are hereby authorized to give to the Contractor his officers servants or agents other than any notice of termination of this Contract may at the option of the Postmaster General his officers agents or others either be delivered to the master of any of the said vessels or other officer or agent of the Contractor in the charge or management of any vessel employed in the performance of this Agreement or left for the Contractor at his office or last known office in London and any notices or directions so given or left shall be binding on the Contractor Provided always that any notice of termination of this Contract shall be served on the Contractor his officers servants or agents at his office or last known office in London.

As to notices.

38. In pursuance of the provisions contained in the Act of Parliament passed in the twenty-second year of the reign of King George the Third intituled "An Act for restraining any Person concerned in any Contract Commission or Agreement made for the Public Service from being elected or sitting and voting as a Member of the House of Commons" no Member of the House of Commons shall be admitted to any share or part of this Agreement or to any benefit to arise therefrom contrary to the true intent and meaning of the said Act.

No Member of Parliament to have interest in Contract.

39. This Agreement shall not be binding until it has lain upon the table of the House of Commons for one month without disapproval unless it be previously approved by a resolution of the said House of Commons.

Contract to be laid on table of House of Commons.

40. And lastly for the due and faithful performance of all and singular the covenants conditions provisoes clauses articles and agreements hereinbefore contained which on the part and behalf of the Contractor are or ought to be observed performed fulfilled or kept the said William Cunard Henry Boggs and John Bromley Foord do hereby bind themselves their heirs executors and administrators and each of them doth hereby bind himself his heirs executors and administrators unto our Sovereign Lady the Queen in the sum of 3,000*l.* of lawful British money to be paid to our said Lady the Queen Her heirs and successors by way of stipulated or ascertained damages agreed upon between the said Postmaster General and the said William Cunard Henry Boggs and John Bromley Foord over and above any other sum or sums if any which may be payable in case of the failure of the said Contractor in the due execution of this Agreement or any part thereof.

Bond clause.

In witness whereof the said parties to these presents have hereunto set their hands and seals the day and year first above written.

THE SCHEDULE of Free Baggage above referred to.

SCALE of BAGGAGE to be embarked with Naval Officers, Military Officers, or Troops, and to be conveyed free of Charge (applicable to all Stations, and to Coastwise as well as Sea-going Services).

WEIGHTS AND ADMEASUREMENTS OF BAGGAGE.

NAVAL OFFICERS.

RANK OR APPOINTMENT.	Limit of Weight Allowed.	To be Packed so as not to exceed in Admeasurement.
	<i>Cwt.</i>	<i>Cubic feet.</i>
Commander in Chief - - - - -	40	200
Admiral - - - - -	36	180
Vice-Admiral - - - - -		
Rear-Admiral - - - - -		
Captain of the Fleet - - - - -	30	150
Commodore - - - - -		
Inspector General of Hospitals and Fleets - - - - -		
Captain - - - - -	26	130
Chaplain - - - - -		
Deputy Inspector General of Hospitals and Fleets - - - - -		
Inspector of Machinery Afloat - - - - -	18	90
Staff Captain - - - - -		
Secretary to Commander in Chief or Flag Officer - - - - -		
Commander - - - - -	12	60
Staff Commander - - - - -		
Staff Surgeon - - - - -		
Lieutenant - - - - -	6	30
Master - - - - -		
Surgeon - - - - -		
Paymaster - - - - -	6	30
Chief Engineer - - - - -		
Secretary to Commodore - - - - -		
Naval Instructor - - - - -	6	30
Assistant Surgeon - - - - -		
Sub-Lieutenant - - - - -		
Chief Warrant Officer - - - - -	6	30
Second Master - - - - -		
Assistant Paymaster - - - - -		
Engineer - - - - -	6	30
Assistant Engineer - - - - -		
Warrant Officer, and all Subordinate Officers - - - - -		

MILITARY OFFICERS, &c.

STAFF.

RANK OR APPOINTMENT.		Limit of Weight Allowed.	To be Packed so as not to exceed in Admeasurement.
		<i>Cwt.</i>	<i>Cubic feet.</i>
General Officer in Chief Command	- - - - -	40	200
General Officer	- - - - -	36	180
Brigadier General	- - - - -	30	150
Colonel on the Staff	- - - - -	26	130
Adjutant or Quartermaster General in India	- - - - -	36	180
Deputy Adjutant or Deputy Quartermaster General	- - - - -	30	150
Assistant Adjutant or Assistant Quartermaster General	- - - - -	26	130
Deputy Assistant Adjutant or Deputy Assistant Quartermaster General	- - - - -	20	100
Military Secretary, when a Field Officer or at the head of his Department	- - - - -	20	100
Military Secretary (not being a Field Officer) or Assistant Military Secretary	- - - - -	14	70
Aide-de Camp	- - - - -	14	70
Brigade Major	- - - - -	14	70
Relative Rank.	DEPARTMENTAL.		
Major General	Commissary General, Chaplain General to the Forces Inspector General of Hospitals with three years' service in that rank	36	180
Brigadier General	Inspector General of Hospitals with less than three years' service in that rank	30	150
Colonel	Deputy Commissary General with five years' service in that rank Deputy Inspector General of Hospitals with five years' service in that rank Purveyor in Chief with five years' service in that rank Principal Superintendent of Stores, and Superintendent of Stores with five years' service in that rank First-class Chaplains	26	130
Lieutenant Colonel	Deputy Commissary General with less than five years' service in that rank Deputy Inspector General of Hospitals with less than five years' service in that rank Superintendent of Stores with less than five years' service in that rank Purveyor in Chief with less than five years' service in that rank Surgeon Major Second-class Chaplains	20	100
Major	Assistant Commissary General, first and second class Barrackmasters, Staff or Regimental Surgeon, Principal Purveyor, third class Chaplains, Staff Veterinary Surgeon	20	100

DEPARTMENTAL—continued.

Relative Rank.	RANK OR APPOINTMENT.	Limit of Weight Allowed.	To be Packed so as not to exceed in Admeasure- ment.
		<i>Cwt.</i>	<i>Cubic feet.</i>
Captain	Deputy Assistant Commissary General, 3rd and 4th class Barrack-masters, Assistant Superintendent of Stores, Staff or Regimental Assistant Surgeon with six years' service in that rank, Purveyor, 4th class Chaplains, 1st class Clerk of Works, 1st class Veterinary Surgeon, Apothecary to the Forces - - - - -	14	70
Lieutenant or Ensign	Acting Deputy Assistant Commissary General, Deputy Assistant Superintendent of Stores, Staff or Regimental Assistant Surgeon with less than six years' service, Deputy Purveyor, 2nd and 3rd class Clerks of Works, 1st, 2nd, and 3rd class Clerks, Royal Engineer Department, Veterinary Surgeon on appointment, Superintending Schoolmaster - - - - -	8	40

N.B.—Superintending Schoolmasters, if married, are allowed 2 cwt. (or 10 cubic feet) in addition to the quantity for an Ensign on the Staff.

	RANK OR APPOINTMENT.	Limit of Weight Allowed.	To be Packed so as not to exceed in Admeasure- ment.
	REGIMENTAL.	<i>Cwt.</i>	<i>Cubic feet.</i>
Cavalry† and Infantry	Field Officer - - - - -	18	90
	Captain - - - - -	12	60
	Subaltern - - - - -	6	30
	Paymaster† - - - - -	*	*
	Adjutant† - - - - -	6	30
	Riding Master - - - - -	6	30
	Quartermaster† - - - - -	8	40
	Surgeon Major or Surgeon - - - - -	*	*
	Assistant Surgeon - - - - -		
	Veterinary Surgeon - - - - -		
Artillery or Engineers	Field Officer - - - - -	27	135
	Captain - - - - -	18	90
	Subaltern - - - - -	12	60
	Paymaster† - - - - -	*	*
	Adjutant† { if a Captain - - - - -	18	90
	if a Subaltern - - - - -	12	60
	Riding Master - - - - -	12	60
	Quartermaster† - - - - -	12	60
	Surgeon Major or Surgeon - - - - -	*	*
	Assistant Surgeon - - - - -		
	Veterinary Surgeon - - - - -		
Cavalry or Infantry.	Hospital Stores - - - - -	18	90
	Armourers' Stores - - - - -	6	30
	Regimental Mess - - - - -	50	250
Head Quarters of a Depôt Battalion.	Hospital Stores - - - - -	18	90
	Armourers' Stores - - - - -	6	30
	Shoemakers' Stores - - - - -	5	25
	Battalion Library - - - - -	5	25
	Officers' Mess - - - - -	20	100
	Serjeants' Mess - - - - -	4	20

* According to relative rank, with an addition for Medical Officers of 1 cwt. (or 5 cubic feet) for professional books, &c.

† Combatant Officers of Cavalry are allowed 2 cwt. (or 10 cubic feet) in addition to the above quantities for spare saddlery.

‡ The quantities for Paymasters, Adjutants, and Quartermasters, as above, are exclusive of 6 cwt. (or 30 cubic feet) for the two former, and 10 cwt. (or 50 cubic feet) for the latter, if belonging to Cavalry or Infantry, and 6 cwt. (or 30 cubic feet) if belonging to the Royal Artillery or Royal Engineers, allowed for books and stores in their immediate charge, when such books and stores actually accompany them.

AND ST. THOMAS PACKET SERVICE CONTRACT.

11

RANK OR APPOINTMENT.				Limit of Weight Allowed.	To be Packed so as not to exceed in Admeasure- ment.
				<i>Cwt.</i>	<i>Cubic feet.</i>
Cavalry -	{	Troops, each, if above 50 Rank and File -	- - -	12	60
		Ditto, if 50 Rank and File and under -	- - -	6	30
		Saddlers' Apparatus -	- - -	6	30
		Articles of Sword or Lance Exercise -	- - -	7	35
Infantry -	{	Companies, each, if above 50 Rank and File -	- - -	18	90
		Ditto, if 50 and under -	- - -	12	60
School -	-	-	- - -	3	15
Band -	-	-	- - -	12	60
Each Soldier's Wife including Children -				1	5

General and other Staff Officers, Cavalry Officers, and Mounted Officers of Infantry, when proceeding by water, are to be allowed specially to embark, besides the weight of baggage accorded to their respective ranks, the equipment for each horse required to be kept by them in the execution of their public duties, and foraged at the public expense, in the following proportions, viz:—

For one horse - - - - - 10 cubic feet admeasurement.
For the second and every other horse, in addition - 5 " "

MISCELLANEOUS.

RANK OR APPOINTMENT.				Limit of Weight Allowed.	To be Packed so as not to exceed in Admeasure- ment.
				<i>Cwt.</i>	<i>Cubic feet.</i>
Persons employed in a civil capacity not ranking with or holding appointments equivalent to that of a Commissioned Officer -				3	15
Married Schoolmaster when travelling without troops, if accompanied by his wife -				10	50
Ditto, if not so accompanied -				6	30
Unmarried Schoolmaster when travelling without troops -				4	20
Unmarried Schoolmistress -				4	20
Married Schoolmistress, whose husband is not a trained Schoolmaster -				6	30
Schoolmistress, the wife of a trained Schoolmaster, <i>but not travelling with him</i> , or whose allowance is not included in that of her husband -				6	30
Officers' wives, together with their children under 14 years of age, for inland carriage when the journey shall be continuous with a sea voyage abroad -				6	30
Officers' children, above 14 years of age, ditto ditto -				$\frac{1}{2}$	$2\frac{1}{2}$

The quantities for Schoolmasters and Schoolmistresses as above to include professional books.

Signed, sealed, and delivered by the within-named James Duke of Montrose, Her Majesty's Postmaster-General, in the presence of

W. H. Ashurst,
Solicitor, General Post Office.

MONTROSE.

L. S.

Signed, sealed, and delivered by the within-named William Cunard, in the presence of

W. H. Ashurst.

W. CUNARD.

L. S.

Signed, sealed, and delivered by the within-named Henry Boggs, in the presence of

W. H. Ashurst.

HENRY BOGGS.

L. S.

Signed, sealed, and delivered by the within-named John Bromley Foord, in the presence of

W. H. Ashurst.

J. B. FOORD.

L. S.

— No. 2. —

COPY of a TREASURY MINUTE, dated 2nd December 1867.

LET a copy of the above Contract, and of the correspondence relating to the continuance of a packet service between Halifax, Bermuda, and St. Thomas, which sufficiently sets forth the grounds upon which their Lordships have authorised the Contract, be laid upon the Table of the House of Commons.

— II. —

CORRESPONDENCE between the Treasury, the Admiralty, and the Post Office, relative to the continuance of a PACKET SERVICE between *Halifax*, *Bermuda*, and *St. Thomas*, at the expiration of the present Contract.

— No. 1. —

Mr. *W. G. Romaine* to the Secretary to the Treasury.

Sir,

Admiralty, 26 April 1867.

WITH reference to my letter of the 31st July 1866, respecting the discontinuance of the contract with Messrs. Cunard for conveying the North American mails, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that they have received an inquiry from the Postmaster General as to the necessity of continuing the mail service between Halifax and St. Thomas, *vid* Bermuda, which, under existing arrangements with Messrs. Cunard, will terminate on the 2nd of January next. I am commanded by their Lordships to request you will state to the Lords Commissioners of Her Majesty's Treasury, that their Lordships have informed the Postmaster General that the withdrawal of this mail packet would be attended with the greatest inconvenience to the public service. It is by this route the Naval Commander in Chief on the North American station keeps up his communications with Jamaica, Barbadoes, and all the various Islands and Colonies in the West Indies and Gulf of Mexico; and to cut off this means of communication appears to their Lordships to be most inadvisable.

The Secretary,
Her Majesty's Treasury.

I am, &c.
(signed) *W. G. Romaine*.

— No. 2. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 14 May 1867.

In the latter part of the letter of my predecessor to the Treasury, dated 26th April 1866, the service between Halifax, Bermuda, and St. Thomas is spoken of, and an opinion is expressed by Lord Stanley of Alderley (in which I concur) that the object of this service being naval and not postal, this department should be relieved of it, and the service should be transferred to the Admiralty; the Post Office paying to that department the sea postage of any correspondence which it might forward by the Admiralty packets.

No communication having been received from your Lordships on this point, and nothing having been heard from the Admiralty, I thought it well, as the time is drawing nigh when, if the service is to be continued, arrangements to that effect must be concluded, to write to the Lords of the Admiralty to inquire what

what decision they had arrived at in the matter; and enclosed is a copy of the reply.

Your Lordships will see that the Admiralty attaches great importance to the continuance of the service in question, and I must now request that you will decide what shall be done, and, if you desire that the service shall be continued, that you will inform me whether the necessary measures will be taken by the Admiralty, or whether it is your wish that the business should be conducted by the Post Office, and that I should advertise for tenders; and in the latter case I request that you will inform me in what way you may determine that the expense shall be provided for.

What is the present cost of the service in question it is not possible to say, because this service is combined with another, namely, that between Halifax and Newfoundland; but as the two services together cost 14,700 *l.* per annum, the expense of the Halifax, Bermuda, and St. Thomas service may be roughly estimated at about 10,000 *l.*

If, for naval purposes, it were not necessary to have the service in question, the readiest and cheapest way of communicating with Bermuda would be by way of New York, and even at present many letters are so conveyed; but by retaining the present route my department would be able to place nearly 4,000 *l.* a year in the form of sea postage as a set-off to the cost.

The Lords Commissioners of the Treasury,
&c. &c. &c.

I have, &c.
(signed) *Montrose.*

Enclosure in No 2.

Sir,

Admiralty, 26 April 1867.

IN reply to your letter of the 18th instant, requesting to be informed of the views of my Lords Commissioners of the Admiralty as to the necessity of continuing the mail service between Halifax and St. Thomas, *via* Bermuda, which, under existing arrangements with Messrs. Cunard, will terminate on the 2nd January next, I am commanded by their Lordships to request you will state to the Postmaster General, that the withdrawal of this mail packet will be attended with the greatest inconvenience to the public service. It is by this route the naval Commander in Chief on the North America and West India station keeps up his communications between Halifax, Jamaica, Barbadoes, and all the various Islands and Colonies in the West Indies and Gulf of Mexico, and to cut off this means of communication with Bermuda and between the northern and southern divisions of the station appears to my Lords to be most inadvisable.

Sir Alexander Milne, when Commander in Chief on this station, suggested the expediency of making arrangements for the packet which runs between New York and the Bahamas to call at Bermuda on her voyage from New York, and so to afford a fortnightly communication with England, instead of a monthly communication, as at present, *via* Halifax. If this proposition were adopted, it would not by itself be sufficient to meet the exigencies of the service, as the Commander in Chief at Halifax would have no means of direct communication with so important a military station as Bermuda, on the cessation of the existing contract packet, nor be able to communicate with St. Thomas and other places in the West Indies, it being impossible that such service could be carried out regularly by ships of war.

The Secretary to the Post Office.

I am, &c.
(signed) *W. G. Romaine.*

— No. 3. —

Mr. G. A. Hamilton to the Postmaster General.

My Lord Duke,

Treasury Chambers, 15 June 1867.

WITH reference to your Grace's letter of the 14th ultimo, I am commanded by the Lords Commissioners of Her Majesty's Treasury to inform you that my Lords having given the whole matter connected with the continuance of the packet service between Halifax, Bermuda, and St. Thomas, their attentive consideration, have come to the conclusion that, for the reasons given by the Lords of the Admiralty both to your Grace and to this Board, it will not be advisable to discontinue the service in question at the termination of the present contract, and they are likewise of opinion that the service, being a postal service, should continue under your Grace's control, and form a charge in the packet Estimates.

My Lords therefore request that your Grace will cause forms of tender for a packet service, once a month, between Halifax, Bermuda, and St. Thomas, to be prepared and forwarded for their consideration.

The Duke of Montrose,
&c. &c. &c.

I am, &c.
(signed) *Geo. A. Hamilton.*

— No. 4. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 13 July 1867.

IN accordance with the directions conveyed to me in your Lordships' letter of the 15th ultimo, I have caused to be prepared a form of tender and conditions of Contract for a monthly Mail Packet Service between Halifax, Bermuda, and St. Thomas, to come into operation after the termination of the existing contract.

I submit this form for your Lordships' consideration and approval.

I have, &c.
(signed) *Montrose.*

The Lords Commissioners of the Treasury.

— No 5. —

Mr. *G. A. Hamilton* to the Secretary to the Admiralty.

Sir,

Treasury Chambers, 19 July 1867.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to transmit to you the enclosed* copy of a letter from the Postmaster General, with a form of tender for the Bermuda Packet Service, and to request that in laying the same before the Lords Commissioners of the Admiralty you will move their Lordships to favour my Lords at their earliest convenience with any observations which may occur to them on the form of tender in question.

I am, &c.
(signed) *George A. Hamilton.*

The Secretary to the Admiralty.

— No. 6. —

The Secretary to the Admiralty to the Secretary to the Treasury.

Sir,

Admiralty, 5 August 1867.

WITH reference to your letter of the 19th ultimo, transmitting a form of tender for the Bermuda Mail Packet Service for the consideration of my Lords Commissioners of the Admiralty, I am commanded by their Lordships to request you will state to the Lords Commissioners of Her Majesty's Treasury that the accompanying form, as amended in red ink, comprises all the suggestions they have to offer, which relate to the conveyance of passengers or stores; observing that the numbers of 1st and 2nd class Government passengers have been increased, as the route in question is the principal one by which such passengers are conveyed to Bermuda from this country.

I am, &c.
(signed) *Henry G. Lennox.*

The Secretary of the Treasury,
&c. &c. &c.

* Letter of Postmaster General, dated 13th July 1867. The form of tender will be found enclosed in the Postmaster General's letter of 5th November 1867.

• — No. 7. —

Mr. *G. A. Hamilton* to the Postmaster General.

My Lord Duke,

Treasury Chambers, 16 August 1867.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to transmit to you the enclosed copy of a letter from the Secretary to the Admiralty, together with the form of tender for the Bermuda Mail Packet Service altered in red ink by that Board for your Grace's information, and I am to state that my Lords are pleased to authorise you to take the necessary steps for calling for tenders for this service according to the form in question, provided you see no objection to the alterations made therein by the Admiralty.

Admiralty 5-8-67.

I am, &c.

(signed) *George A. Hamilton.*

His Grace the Postmaster General,
&c. &c. &c.

— No. 8. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 5 November 1867.

YOUR Lordships having decided, by your letter of the 15th June last, that the Mail Packet Service between Halifax, Bermuda, and St. Thomas, must, for the reasons given by the Lords Commissioners of the Admiralty, be continued, under the control of this department, and form a charge in the Packet Estimates, and having approved of the form and condition of Tender drawn up, I caused advertisements to be issued both in this country and in Nova Scotia, calling for Tenders.

I now transmit the only Tender which has been received for this service, viz., from Mr. W. Cunard, one of the present contractors.

The sum hitherto paid for this service, including a service between Halifax and Newfoundland, twice a month in summer, and once a month in winter, is 14,700 *l.* a year, but Mr. Cunard now asks 30,000 *l.* for the Halifax and St. Thomas service alone. He agrees, however, to an abatement of 2,000 *l.* in the amount of the subsidy if the penalties for delay on the voyage, instead of being absolute, are conditional, and to an abatement of 4,000 *l.* if the vessels to be used are not required to be built on plans previously approved by the Admiralty, and are not to be subject to survey by officers of the Admiralty or Post Office.

Mr. Cunard further agrees, if the Contract be made for three years certain, to an abatement of 2,500 *l.* from the subsidy; if it be made for five years, to an abatement of 3,500 *l.*; and if for 10 years, to an abatement of 4,500 *l.*

Supposing the combined abatements to be made at the highest of all these amounts, the cost of the service would be at the rate of 19,500 *l.* a year.

As this service is required almost exclusively for naval purposes, the matter is one for your Lordships to deal with, after conferring with the Lords of the Admiralty, rather than for the Post Office, but I cannot doubt that you will authorise me to accept the Tender, and to prepare a draft Contract in which the vessels to be employed would be exempt from Admiralty survey, and the penalties for delay would not be levied when the delay arose from circumstances beyond control.

Further, I recommend that the contract should be made for five, if not for ten years.

I have, &c.

(signed) *Montrose.*

The Lords Commissioners of the Treasury,
&c. &c. &c.

Enclosure in N^o 8.TENDER for Conveying HER MAJESTY'S MAILS between *Halifax* and *St. Thomas*.

Sir,

I HEREBY offer to convey Her Majesty's Mails by the steam vessels now employed between Halifax in Nova Scotia and St. Thomas (West Indies), calling each way at St. George's, Bermuda, and on the Conditions marked A., once each way in every four weeks, for the sum of 30,000*l.* per annum.

If the time allowed for the voyage between Halifax and St. Thomas be increased to hours, instead of 200 hours, we will perform the service for the sum of per annum; or if the time be reduced to hours, instead of 200 hours, we shall then demand for the service per annum.

I will agree to an abatement of 2,000*l.* in the amount of the subsidy, on condition that the penalties for delay on the voyage instead of being absolute shall not be payable when it is proved, to the satisfaction of the Postmaster General, that the delay arose from causes beyond my control.

I will also agree to an abatement of 4,000*l.*, if, in lieu of Conditions 6, 7, 8, and 9, the Postmaster General has merely power to require the withdrawal from the service of any vessel shown, by experience, to be unfit for the performance of the service.

If the Contract be made for three years certain, I will agree to a yearly abatement of 2,500*l.* from the subsidy; and, if it be made for five years certain, I will agree to a yearly abatement of 3,500*l.*; and, if for 10 years certain, a yearly abatement of 4,500*l.*

I propose as my sureties, in the penalty of 3,000*l.*, Mr. Henry Boggs, of 8, Crosby-square, London, and Sir Edward Cunard, Bart., of 52, Old Broad-street, London; and I refer you to J. B. Foord, Esq., of 52, Old Broad-street, London, as persons of whom inquiry can be made as to the responsibility of such sureties.

I engage that the vessels shall be complete and ready for sea on the 1st January 1868, in failure of which I agree to pay Her Majesty the sum of 10*l.* for every day's delay beyond that time. And should the 6th, 7th, 8th, and 9th Conditions be retained, I further engage that the hulls of the vessels shall be ready for survey on the

, and that the vessels shall be complete and ready for final survey on the ; in failure at either of which times I agree to pay to Her Majesty a like sum of 10*l.* for every day's delay; but so that these penalties shall not in the aggregate exceed the sum of 3,000*l.*

I agree to commence the service on the 1st January 1868, and should such service not be commenced on such day, or on the first day thereafter which the Postmaster General may fix as the day of sailing, I agree to pay to Her Majesty the sum of 100*l.* for every day from that time until the said service shall be begun by me, but so that the whole amount of penalties for such failure shall not exceed 3,000*l.*

And I agree to execute a formal contract for the performance of the service, according to the terms of this tender, and the annexed Conditions marked A.

I am, &c.
(signed) *W. Cunard*,
52, Old Broad-street,
24 October 1867.

The Secretary of the Post Office.

I am willing to enter into a Contract for 10 years at 19,500*l.* per annum.(signed) *W. Cunara*.

CONDITIONS referred to, as marked A.

Note.—Certain additions and alterations suggested by the Admiralty are printed in *Italics*.

1. THE Contractors to convey, during the continuance of the Contract, Her Majesty's Mails between Halifax and St. Thomas by steam vessels, such vessels to call on the voyage, in both directions, at St. George's, Bermuda.

2. The mails must be conveyed from Halifax to St. Thomas and from St. Thomas to Halifax in 200 hours, exclusive of the stoppage at Bermuda, the duration of which shall be fixed by the Postmaster General, but not to exceed 12 hours daily.

3. Under the term "*Her Majesty's Mails*" are to be comprehended all boxes, bags, or packets of letters, newspapers, books or printed papers, and all other articles transmissible by the Post, without regard either to the place to which they may be addressed or to that in which they may have originated; also all empty bags, empty boxes, and other stores and articles, used or to be used in carrying on the Post Office service, which shall be sent by or to or from the Post Office.

4. A penalty of 500 £. to be incurred on each occasion when the Contractors fail in providing a vessel, in accordance with their Contract, ready to put to sea at the appointed time, and a further penalty of 100 £. for every day's failure in providing such a vessel after such appointed time; but so that these penalties shall not in the aggregate exceed the part of the subsidy applicable to a single voyage, plus the sum of 1,000 £. The Contractors also to be subject to a penalty of 30 £. for every complete period of 12 hours consumed on any voyage, from whatever cause arising, beyond the number of hours allowed for the voyage; but so that the total amount of the last-named penalty for delay on any one voyage shall never exceed the part of the subsidy applicable to such voyage.

5. The payment by the Contractors of any penalties shall in no way prejudice the right of the Postmaster General to treat the failure to provide a proper vessel at the appointed time, or to perform a voyage at or within the appointed period, as a breach of the Contract.

6. The Contractors to supply, during the continuance of the Contract, and to the satisfaction of the Postmaster General, a sufficient number of steam vessels of adequate power, and in all respects suited for the performance of the service between Halifax and St. Thomas within the time stipulated in the Tender.

7. The Postmaster General to have power to require that the vessels to be used for the purposes of the Contract shall be built on plans previously approved of by the Lords Commissioners of the Admiralty.

8. The vessels to be always supplied with all necessary and proper machinery, engines, apparel, furniture, stores, tackle, boats, fuel, lamps, oil, tallow, provisions, anchors, cables, fire-pumps, and other proper means for extinguishing fire, lightning conductors, charts, chronometers, proper nautical instruments, and whatsoever else may be necessary for equipping the said vessels, and rendering them constantly efficient for the service to be performed. The vessels to be manned by legally qualified and competent officers, and by a sufficient crew of engineers, able seamen, and other men.

9. The vessels to be subject at all times to survey by officers in the employment of the Admiralty or Post Office, and any defect discovered on such survey to be immediately made good by the Contractors; failing which, the vessels to be considered unfit for use, and the Contractors to become liable to the penalties named in the 4th Condition. The survey to extend not only to the vessels themselves, but to the officers, engineers, crew, machinery, and everything which the Contractors are bound to provide.

10. The days and hours of departure and arrival at each port to be fixed by the Postmaster General, and to be subject to alteration by him from time to time, on a notice to the Contractors of three months. The Postmaster General also to have power, by an order to the commander, to delay the departure of any vessel from any port for a period not exceeding 24 hours.

12. The Contractors to provide, to the satisfaction of the Postmaster General, a separate and convenient place of deposit for the mails on board each vessel.

13. In the event of any steam vessel being lost, or destroyed by fire, tempest, or any other casualty, or requiring repair, during the continuance of the Contract, the Contractors to provide, without any unnecessary delay, and within such reasonable time as may be required by the naval commander in chief, or senior naval officer on the *North American and West Indian station*, another vessel of similar power and description, and to convey the mails in the meantime in good and sufficient sailing vessels to be provided by them, to be approved of by the naval commander in chief or senior naval officer on the *North American and West Indian station*.

14. The Contractors and all commanding and other officers of the vessels which may be employed in the performance of the Contract, and all agents, seamen, and servants of the Contractors, shall, at all times during the continuance of the Contract, punctually attend to the orders of the Postmaster General as to the mode, time, and place of embarking and disembarking mails.

15. The commander shall take charge of the mails and be responsible for their due receipt and delivery. He shall also make the usual Post Office Declaration, and furnish such journal, returns, and other information, and perform such other services as the Postmaster General may, from time to time, require.

16. Except such letters as are not required by law to pass through the Post Office, the Contractors not to receive, or permit to be received, for conveyance on board of the vessels employed under the Contract, any letters other than those contained in Her Majesty's mails. No mails must be conveyed on behalf of any colony or foreign country without permission of Her Majesty's Postmaster General; and the whole postage of every mail shall, under all circumstances, be at his disposal.

17. The Contractors not to convey in any of the vessels used for the mail service any nitro-glycerine or other article which may have been legally declared specially dangerous.

18. Every vessel which may have started, or which should have started, before the termination of the Contract, must complete its voyage in like manner as if the Contract remained in force.

19. The Postmaster General to be authorised to delegate any of his powers to such persons as he may deem fit to exercise them.

20. The Contractors, when so required, to be bound to convey from any port or ports of departure or call, to any other such port or ports, any number of Government passengers, not exceeding *four* of the first class, with their wives, children, and servants; *four* of the second class, with their wives and children; and eight of the third class, *with their wives and children*; such passengers with their families to be treated in no respect, whether as regards food, cabin, or other accommodation, or aught else, in a way inferior to that of ordinary passengers of the same class or that required by the regulations of Her Majesty's Transport Service. The messing of the first and second class Government passengers to include each day a reputed pint of good sound bottled or draught ale or beer, and that of the first class, in addition, a reputed pint of good foreign wine, either port or white. The several classes of passengers to mess in separate places. Medicine and medical comforts to be provided, as also mess utensils and fittings, cooking utensils, articles for table use and mess places, *cabins and berths*, fuel, lights, requisite articles of bedding, and all other necessaries. Third class passengers to have hammocks or bunks (subject to the approval of the Naval authorities) placed between decks.

21. The passage-money for Government passengers or their families to be the same as that charged by the Contractors for ordinary passengers of a similar kind, and to include all the requisites specified in the 20th Condition; and the freight or baggage according to Government scale, a copy of which is annexed. Whenever any alterations of rates for ordinary passengers may be made, the Postmaster General and the Lords Commissioners of the Admiralty to be immediately apprised by the Contractors of such alterations.

22. Returns of the embarkation and disembarkation of all Government passengers to be furnished by the Contractors to the Director of Transport Services immediately after the departure and arrival of each vessel.

23. Payments for passage-money of Government passengers to be applied for by invoices according to a form to be obtained from the office of the Director of Transport Services, and to be made upon the production, to the Director, of the orders for the passages, together with a certificate, under the hand of the commanding officer, specifying the number of the third class passengers (men, women and children) conveyed, with the ages and sexes of the latter, and stating the periods during which these have been regularly supplied, while on board, with provisions; and also of a certificate, under the hand of each first and second class passenger, of his or her having been landed at the place of destination, and of having been properly accommodated and messed during the voyage, and specifying the dates from and to which they were so messed, computed from the first to the last dinner meal.

24. The passage-money for the wives and families of commissioned and civil officers, when not ordered to be conveyed at the public expense, to be paid to the Contractors by the officers themselves *at the ordinary rates for private passengers*.

25. In all cases where an officer in the Civil, Naval, or Military Service of Her Majesty, who may not be entitled to a passage at the public expense, shall require a passage on board any of the vessels employed in the performance of the Contract, the Contractors to be bound to provide such passage and to charge no higher rate for such passage than is chargeable for ordinary passengers.

26. The Contractors to receive on board each of the vessels employed in the performance of the Contract, and to convey, on behalf of the Admiralty, *without charge*, any small packages which may be ordered for conveyance; and also (on receiving from the Postmaster General, or his officers or agents, or from the British naval officer in command of the station, two days' previous notice) to receive on board any naval or other stores, not exceeding five tons weight, *or seven tons and a half measurement of 40 cubic feet to each ton*, at any one time, in any one vessel; and to convey and deliver such stores at the lowest rate of freight charged by the Contractors for private goods; immediate notice being given to the Postmaster General and the Lords Commissioners of the Admiralty of any alteration in such rate of freight. The Contractors to be in all cases responsible for the custody and safe and speedy delivery of the packages and stores.

27. The Contractors to make any arrangements which may be required relative to quarantine.

28. Except where otherwise specified, none of the duties enumerated in the foregoing Conditions to give the Contractors any claim to remuneration beyond the general subsidy.

29. Every sum of money forfeited by the Contractors to be considered as stipulated or ascertained or liquidated damages, and to be payable whether any damage shall or shall not have been sustained by reason of the breach for which the penalty may be levied. The amount to be deducted by the Postmaster General out of any moneys then payable or which may thereafter become payable to the Contractors; or at his discretion, the payment thereof may be enforced, with full costs of suit.

30. The

30. The Contract to continue in force until the expiration of a notice of not less than one year; to be given in writing at any time by either party.

31. The Contract will not be binding until it has lain upon the table of the House of Commons for one month, without disapproval, unless, previous to the lapse of that period, it has been approved of by a resolution of the House.

32. Subject to deductions for penalties or otherwise, payments to be made quarterly at the General Post Office, London, out of moneys to be provided by Parliament.

33. All notices which the Postmaster General or any of his officers or agents are authorised to give, either to be delivered to the commander of any vessel of the Contractors or to any officer or agent of the Contractors in charge of any such vessel or to be left at the office or last known place of business or residence of the Contractors or of one of them.

34. The Contractors not to assign, underlet or dispose of the Contract, or any part thereof, without the consent, in writing, of the Postmaster General.

35. In case of the breach of the 34th Condition, or in case of a great or habitual breach of the Contract, of any other kind, the Postmaster General to have power, and that without previous notice, to terminate the Contract; such termination not to give the Contractors any claim to compensation.

36. In pursuance of the provisions of the Act 22 Geo. 3, c. 45, no Member of the House of Commons to be admitted to any share of the contract, or to any benefit arising therefrom.

37. For the due fulfilment of the Contract, the Contractors to enter into a bond, with two responsible sureties, to be named in their tenders, in the penalty of 3,000 *l.* Such penalty to be considered and recoverable as liquidated damages.

38. Should any dispute arise respecting the interpretation of any part of the Contract to be framed on the basis of this Tender and of these Conditions, the same to be settled by arbitration in the usual manner; and a submission to arbitration may be made a rule of court.

SCALE of BAGGAGE to be embarked with Naval Officers, Military Officers or Troops, and to be conveyed Free of Charge (applicable to all Stations, and to Coastwise as well as sea-going Services):

[*Vide Schedule at the end of the Contract.*]

— No. 9. —

The Secretary to the Treasury to Mr. *W. G. Romaine*.

Sir,

Treasury Chambers, 9 November 1867.

WITH reference to Lord Henry Lennox's letter of the 5th of August last, and previous correspondence relating to the Bermuda Mail Packet Service, I am directed by the Lords Commissioners of Her Majesty's Treasury to transmit to you the enclosed copy of a letter from the Postmaster General, together with a tender from Mr. W. Cunard to undertake the packet service between Halifax, Bermuda, and St. Thomas, at the expiration of the present contract; and I am to request that in laying the same before the Lords Commissioners of the Admiralty for any observations which may occur to them thereon, you will state to their Lordships that my Lords must hesitate before authorising the Paymaster General to accept the tender submitted, inasmuch as its acceptance would involve, even supposing that the various conditions proposed by Mr. Cunard are agreed to, a very considerable increase of expenditure beyond what is at present incurred on a service which the Postmaster General represents as one hardly called for on postal grounds.

My Lords would therefore suggest, as the continuance of this service has been represented by their Lordships of the Admiralty to be of great importance, with a view to enable the Naval Commander in Chief on the North American station to communicate with the West Indies and other portions of his extensive command, whether it might not be possible for their Lordships to make some more economical arrangement for the purpose in question than the one which the

Postmaster
General, 5/11/67.

acceptance of Mr. Cunard's tender, even at its lowest, would impose on the public.

I am to request that Mr. Cunard's tender may be returned to this office, and that my Lords may be favoured with an early reply to this letter.

W. G. Romaine, Esq., C. B.
&c. &c. &c.

I am, &c.
(signed) *George Ward Hunt.*

— No. 10. —

Mr. W. G. Romaine to the Secretary to the Treasury.

Sir,

Admiralty, 12 November 1867.

IN reply to your letter of the 9th instant, transmitting the accompanying tender from Mr. Cunard to undertake the packet service between Halifax, Bermuda, and St. Thomas, at the expiration of the present contract, for a sum estimated, at the least, at 19,500 *l.* per annum; I am commanded by my Lords Commissioners of the Admiralty to request you will state to the Lords Commissioners of Her Majesty's Treasury, that they have given much attention to the consideration of this question of mail communication between Halifax, Bermuda, and the West Indies, which it appears to them essential to maintain.

Unless this line be continued, the naval Commander in Chief would be cut off from all means of communication with the ships of his squadron, as well as the Governors of Her Majesty's Colonies in the West Indies, whenever he happened to be at Halifax or Bermuda, or would be deprived of means of communicating with Halifax and Bermuda, whenever he might be in the West Indies.

My Lords therefore consider it to be absolutely necessary that this service should be continued, and that the Island of Bermuda, so important to this country, should not be entirely cut off from all mail communication with England. In the event of the service having to be undertaken by this department, it could not be performed with less than two vessels. The cost of building two suitable vessels is estimated at 70,000 *l.*, there being none of Her Majesty's ships at present disposable. The annual cost of wages, victuals, coals, and wear and tear, is estimated at not less than 25,000 *l.*

The Secretary of the Treasury,
&c. &c. &c.

I am, &c.
(signed) *W. G. Romaine.*

— No. 11. —

The Secretary to the Treasury to the Postmaster General.

My Lord Duke,

Treasury Chambers, 26 November 1867.

WITH reference to your Grace's letter of the 5th instant, forwarding a tender from Mr. W. Cunard, for the performance, at the expiration of the present contract, of a packet service once a month each way between Halifax, Bermuda, and St. Thomas, I am directed by the Lords Commissioners of Her Majesty's Treasury to transmit to you, for your Grace's information, the enclosed copy of a letter from the Admiralty, relating to this subject, and I am desired to state that my Lords are pleased to sanction your accepting Mr. Cunard's tender for the service in question for a subsidy of nineteen thousand five hundred pounds a year, the contract to be for 10 years (but the Postmaster General to have the power reserved in such contract to terminate it at the end of five years, on giving twelve months' notice, and in the event of the power of terminating the contract at the end of such five years being exercised, Mr. Cunard to be entitled to be paid for each of those five years an additional subsidy of one thousand pounds), the penalties for delay on the voyage, instead of being absolute, to be conditional, and the vessels not to be subject to Admiralty survey.

Power should also be given in the contract to the Postmaster General to change the terminal port of St. Thomas to another port in the West Indies, if hereafter deemed necessary; the terms to be paid to Mr. Cunard for such alteration

Admiralty,
12/11/67.

tion to be settled by mutual agreement between the Postmaster General and Mr. Cunard, or, failing that, by arbitration in the usual manner.

My Lords are pleased accordingly to authorise your Grace to cause a draft Contract to be prepared for their approval.

Mr. Cunard's tender is returned to you herewith.

His Grace the Postmaster General,
&c. &c. &c.

I have, &c.
(signed) *George Ward Hunt.*

— No. 12. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 26 November 1867.

WITH reference to your letter of this day's date, authorising me to accept the tender of Mr. W. Cunard for the conveyance of a mail once a month each way between Halifax, Bermuda, and St. Thomas, I transmit herewith, for the approval of your Lordships, a draft Contract for this service.

The Lords Commissioners
of the Treasury.

I am &c.
(signed) *Montrose.*

— No. 13. —

The Secretary to the Treasury to the Postmaster General.

My Lord Duke,

Treasury Chambers, 29 November 1867.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you that my Lords have had before them your Grace's letter of the 26th instant, transmitting the Draft of a Contract which it is proposed to enter into with Mr. William Cunard for the Conveyance of a Mail once a month, each way, between Halifax, Bermuda, and St. Thomas; and I am desired to state that my Lords approve of the said Draft, and to request that a Contract, in accordance therewith, may be executed forthwith, in order that a Copy may be laid before the House of Commons without delay.

His Grace the Postmaster General,
&c. &c. &c.

I am, &c.
(signed) *George Ward Hunt*

HALIFAX, BERMUDA, AND ST. THOMAS
PACKET SERVICE CONTRACT.

COPIES of a CONTRACT, dated 2 December 1867, entered into between the Postmaster General and *William Cunard*, Esq., for a PACKET SERVICE once every Four Weeks between *Halifax*, *Bermuda*, and *St. Thomas*; and, of CORRESPONDENCE between the Treasury, the Admiralty, and the Post Office, relative to a Continuance of a PACKET SERVICE between *Halifax*, *Bermuda*, and *St. Thomas* at the expiration of the present Contract.

(*Mr. Hunt.*)

Ordered, by The House of Commons, to be Printed,
2 December 1867.

POST OFFICE MAIL SERVICE (HAVANA AND ST. THOMAS).

RETURN to an Order of the Honourable The House of Commons,
dated 17 February 1868;—for,

COPY “of the CONTRACT dated the 29th day of August 1866, and of the
SUPPLEMENTARY CONTRACT dated the 24th day of December 1867, for
the Conveyance of the MAILS between *St. Thomas* and *Havana*, and of the
CORRESPONDENCE which relates thereto.”

Treasury Chambers, }
17 February 1868. }

GEORGE WARD HUNT.

— No. 1. —

EXTRACT from LETTER from the Postmaster General to the Lords
Commissioners of the Treasury, dated 8th October 1866.

“IN March 1864, my predecessor was authorised by the Treasury to make a payment of 1,000*l.* a year towards the cost of a second packet communication in each month between *St. Thomas* and *Porto Rico*. It was at that time contemplated that the vessel to be employed in this service should be provided by Mr. Cowper, Her Majesty’s Consul at *San Juan*, who acts as Post Office agent at that port, but as he failed in obtaining the expected contributions from the merchants, he gave up the attempt, and a contract was entered into with a firm at *St. Thomas*, who undertook the service for the same amount.

“After a few months they also abandoned the scheme, and Mr. Cowper then suggested that a contract might advantageously be made with the owners of a line of Spanish steamers plying between the foreign West India Islands; and, as the Post Office surveyor was engaged on special service in *Brazil*, he offered to go to *Havana* and settle the details.

“I have now the honour to transmit the copy of a report from Mr. Cowper, accompanied by a copy of the Contract which, subject to my ratification, he has concluded with Don Ramon Herrera, the principal proprietor of the Spanish steamers, who undertakes, for a payment of 1,200*l.* a year or only 200*l.* more than the sum previously authorised, to convey mails, in charge of a British mail officer, *monthly*, not only to and from *Porto Rico*, but to and from *Havana*, and all the intermediate ports.

“This will afford great additional accommodation for British correspondence, and a considerable increase of revenue may be expected from it. I do not hesitate, therefore, to request your Lordships to authorise me to ratify the Contract.”

Enclosures in No. 1.

Sir,

Havana, 1 September 1866.

I HAVE the honour to report that I have brought the mission, which the Postmaster General did me the honour to confide to me, to a conclusion, which I trust will be considered satisfactory by his Grace.

During my first interviews with Don Ramon Herrera, he demanded 12,000 dollars per annum for the whole service required, or rather contemplated; but

as I heard from Mr. Synge, Her Majesty's Consul General, and Mr. Vice Consul Crawford, that the number of letters to and from Mexico were insignificant in number, I informed S. Herrera that we should not require the use of his vessels further than to carry Her Majesty's mails twice a month, should we think fit, betwixt St. Thomas, Havana, and the intermediate ports at which they touched; and after a lengthened negotiation he agreed to accept 6,000 dollars, or 1,200*l.* a year.

I consulted Mr. Synge and Mr. Crawford upon the subject, and they both expressed their opinion that the estimates of revenue to be derived, which I had the honour to transmit to you in the early part of August, and in which the correspondence to and from St. Jago was not included, were not overrated; that they were surprised at S. Herrera's acceptance of so small a sum, and that I should be very wrong in rejecting it. Upon my part, although my instructions restricted me to 1,000*l.* a year, a certain latitude was implied by reference being made in one of your despatches to the consideration of profit, and as my former estimate of this was now supported by the gentlemen before mentioned, I resolved to sign the Contract for 1,200*l.* a year, subject, however, to its ratification by Her Majesty's Postmaster General, and I now enclose one of the originals, drawn out in legal form and translated, the other remaining in S. Herrera's possession.

Article 18.

You will find that I have adhered, *mutatis mutandis*, almost literally to the form of Contract which you sent me, and which I now return. I have added the 9th clause, which makes the Contract absolutely null should the Spanish authorities attempt to interfere with the mails. I have omitted, in one or two instances, words of detail, which appeared to me unimportant, but the omission of which was strongly insisted upon by S. Herrera, such as those in the 16th clause, that notices from the Postmaster General might be delivered to the captains, officers, servants; &c., of the Contractors, or left at their office, or "*anywhere else*;" I could not overcome S. Herrera's objection to these last words, so I omitted them, as he said they gave the Postmaster General the power of leaving his notices at the North Pole. I likewise had to make provision for the instructions which the Contractors might receive clashing with their present engagements to the Spanish Government, but I think that you will find that I have preserved the independent action of the Post Office.

I believe that great advantages will be derived from this Contract, the importance of which must not be judged by the small amount of the subvention.

1st. A bi-monthly mail will be established to Havana and Puerto Rico instead of a monthly. A bi-monthly mail to St. Jago de Cuba, and a monthly mail to San Domingo and Puerto Plata, to which ports there is no direct postal steam communication, and the option of establishing one at any of the ports at which the steamers of the Contractors touch.

2nd. The distance betwixt the termini of St. Thomas and Havana by the Spanish mail route is about 1,500 miles, this being performed four times a month is upwards of 70,000 miles, and the post will, by the payment of 1,200*l.* a year, get this service carried out for a mileage of 4*d.*

If his Grace should ratify the Contract, steps will no doubt be immediately taken to put it into practical effect, in aid of which purpose I take the liberty of making the following observations:—

First, as regards the routes, and for easier reference, I have numbered the boats in the time tables attached to the Contract No. 1 and No. 2.

No. 1 will be the boat of which we shall make the greatest use; she will leave Havana on the 17th of each month, taking the European mails and arriving at St. Thomas on the 27th in time for the Royal Mail Company's Transatlantic steamer which ordinarily leaves on the 29th; she will touch upon her way to St. Thomas at Nuevitás, Gibara, Baracoa, and St. Jago in the Island of Cuba, at Puerto Plata in that of San Domingo, and at Mayaguez, Aguadilla, and Puerto Rico in the Island of Puerto Rico. I should suggest that, for the present, the exchange of British mails should be restricted to Havana, St. Jago, Puerto Plata, Puerto Rico, and St. Thomas; at the latter port

port she will remain until the evening of the 2nd if necessary, and carry the European mails back by the same route.

No. 2 boat touches at the same ports, with the exception of Puerto Plata, she passes to the south of San Domingo, calling at its capital; she will not be of so much service to us, although very useful as regards San Domingo and St. Jago. She will leave Havana on the 1st of each month, but as she does not reach St. Thomas till the 12th, the same day as the direct Royal Mail Company's boat from Havana, she would of course not carry European mails from the port, or from Puerto Rico, where the Royal mail steamer also touches, but as she does arrive at St. Thomas in time for the homeward Transatlantic steamer, she would carry them to and from San Domingo and St. Jago de Cuba, from which latter place a very considerable correspondence is expected.

At the ports of Havana, Puerto Rico, and St. Thomas, Post Office agencies already exist; and I should recommend that of the other ports at which the steamers touch, the Vice Consuls at St. Jago, Puerto Plata, and St. Domingo, be at once empowered to act as Post Office agents, leaving the other ports until the service is further developed.

Having suggested the new ports at which Post Office agencies should be fixed, the next consideration is that of the agents to be placed on board in charge of the mails; they should speak Spanish, and, of course, be civilians, as the naval agents on board our mail steamers would never be tolerated in the Spanish; two would be required; they would have to devote their whole time to the service, as they would, with the exception of four or five days a month at Havana, and as many at St. Thomas, be perpetually afloat; the one appointed to No. 1 boat would hold a more responsible post than that appointed to No. 2, and this should be considered in fixing their pay; if 400*l.* a year were given to the first, 250*l.* a year to the second, and 50*l.* a year to each of the three Vice Consuls on shore, the whole service, including the subvention, would cost the Post Office 2,000*l.*, and the increase of revenue would not be less than 6,000*l.* or 8,000*l.* a year.

I must request your early instructions regarding the payment of Sr. Herrera for his past services, which commenced on the 28th April last. It was arranged in my provisional Agreement with S. Caracena, Iriarte, & Co., that if a Contract were made, the permanent sum then fixed should be calculated from that date; I have paid them from time to time certain sums on this account, but there is a considerable balance now due, and it would be right to settle it, say up to the 28th of this month, and then, should the Contract be ratified, Sr. Herrera can receive his money quarterly, in accordance with its provisions. I would, therefore, specially request to be favoured with instructions as to the rate at which he is to be paid, from and to what period, and how and from what source; I think that a certain amount of liberality would not be misplaced, as the service has hitherto been admirably performed, and upon one or two occasions gratuitously.

I would also beg authority to charge such amount as his Grace may think fit to name, in reimbursement of the expenses of my journey; they will amount by the time I reach Puerto Rico, to about 65*l.*, of which I shall have paid 25*l.* for passage money and expenses on board; 6*l.* 16*s.*, half the expenses of drawing up the Contract in legal form; 6*l.* for an assistant in making up the mails at Puerto Rico during my absence, and the remainder for living at this very expensive place. I shall have been absent 26 days.

I have, &c.

(signed) *H. Augustus Cowper,*
Post Office Agent, &c.

Fredk. Hill, Esq.
&c. &c. &c.

POSTAL CONTRACT with the Spanish West India Mail Steam Packet Company for the Conveyance of HER MAJESTY'S MAILS betwixt *St. Thomas* and *Havana*, and intermediate Ports.

ARTICLES OF AGREEMENT made this 29th day of August 1866, between the Right Honourable the Duke of Montrose, Her Britannic Majesty's Postmaster General for the time being of the one part, and Messrs. San Pelayo y Herrera of Havana, Proprietors and Contractors of the Spanish West India Mail Steamers (hereinafter called the Contractors), of the other part.

WITNESS, that the Contractors for themselves, their executors, administrators, and assigns, hereby covenant with Her Majesty's Postmaster General, his executors, administrators, successors, and assigns, Her Majesty's Postmaster General for the time being, in manner following; that is to say:—

1. That the Contractors will at all times, during the continuance of this Agreement, or so long as the whole or any part of the service hereby agreed to be performed ought to be performed in pursuance thereof, provide, keep seaworthy, and in complete repair and readiness for the purpose of conveying a mail agent with all Her Majesty's mails (in which term "mails" all boxes, bags, or packets of letters, newspapers, books, or printed papers, and every other article sent by the post, to whatever country or place they may be addressed, or in whatever country or place they may have originated, and all empty bags, empty boxes, and other stores and articles used, or to be used, in carrying on the Post Office service which shall be sent by, or to, or from the Post Office, are agreed to be comprehended), which shall at any time, and from time to time, by the Postmaster General, or any of his officers or agents, be required to be conveyed, as in hereafter provided, from the Island of *St. Thomas* to the city of *Havana*, and any or all of the intermediate ports mentioned in the accompanying itineraries, certain efficient steamers now in possession of the Contractors, and employed by them in the conveyance of the Spanish mails, passengers, and betwixt *Havana* and *St. Thomas*, and the intermediate ports aforesaid.

2. That the vessels or any vessel which may be substituted for those now employed, as hereinafter provided, shall, during the continuance of this Agreement, be always furnished with all appropriate equipments, and be manned with competent and sufficient officers and crew, in conformity with the navigation laws of Spain.

3. That the vessels so equipped and manned as aforesaid shall, on and not earlier than the evening of the 2nd and 16th, and not later than the 3rd and 17th of every calendar month (March excepted, when they shall remain till the evening of the 4th if required), and as soon as the said agent shall have embarked with the mails, put to sea from *St. Thomas* aforesaid, and shall proceed thence to *Havana* (touching at the intermediate ports) aforesaid, upon the days fixed in the said itineraries, and shall there await the return mails leaving *Havana* upon the 1st and 17th of each month, with the mail agent on board, and touching at the intermediate ports, arrive at *St. Thomas* on the 12th and 28th of each calendar month.

4. Provided always, that if the Royal Mail Steam Packets from England shall not have arrived at *St. Thomas* by the 3rd or 17th evening of any calendar month (or the 4th March as aforesaid), it shall be lawful for the Contractors to dispatch the said vessels from *St. Thomas* without longer waiting for the mails.

5. On each such voyage as aforesaid the Contractors shall convey in the said vessels, free of charge, the aforesaid mail agent, and provide him with one of the ship's boats to embark and disembark the mails at each of the ports and places hereinbefore mentioned, from or to which the vessel is to arrive and start in the performance of this service.

6. That this Agreement being for service in connection with that of the Royal Mail Company, if at any time or times the Postmaster General shall desire to alter

alter the particular days, times, or hours of departure from or arrival at either of the place or places to or from which Her Majesty's mails are to be conveyed under this Agreement, he shall be at liberty to do so on giving three calendar months' previous notice in writing of such his desire to the Contractors, and if such alteration of time be incompatible with the engagements already existing between them and the Spanish Government, the Postmaster General, upon due notice being given, shall accept that time as the final termination of this Agreement.

7. That the particular days, times, and hours of departure from and arrival at any such ports or places which may be appointed by any such alterations under the preceding clause, shall, for the time being, be deemed to be the days, times, and hours of departure and arrival of mails, under this Agreement, and shall be observed and kept by the Contractors accordingly.

8. That the Contractors and all commanding and other officers of the vessel for the time being employed in the performance of this Agreement, and all agents, seamen, and servants of the Contractors shall at all times punctually attend to the due claims of the Postmaster General, his officers and agents, as to the mode, time, and place of landing, delivering, and receiving mails, provided that those due claims are not opposed to the laws of Spain, or to the engagements of the Contractors to the Spanish Government.

9. Provided always, that in the event of any interference of the Spanish authorities with the present mode of collecting, receiving, or forwarding the mails by the agents of the Postmaster General, on the ground that they are carried under the Spanish flag, this Agreement shall be absolutely terminated.

10. That in consideration of the due and faithful performance by the Contractors of all the services hereby agreed to be by them performed, Her Majesty's Postmaster General doth hereby covenant that there shall be paid to the Contractors (out of such money as may be from time to time provided and appropriated by the British Parliament for that purpose), so long as they perform the whole of the said services in the manner and with the vessels hereinbefore mentioned, the sum of 1,200 *l.* per annum, to commence as from the 28th day of June 1866, and to be paid in equally quarterly payments on the 28th day of September, the 28th day of December, the 28th day of March, and the 28th day of June in each year, with a proportionate part thereof, should this Agreement be determined on any other day than one of those hereinbefore mentioned; and the aforesaid consideration shall be received by the Contractors as full compensation for all costs and expenses which they may incur, or be put to by reason of all and singular the services hereby contracted to be performed.

11. And it is hereby further agreed and declared between and by the parties to these presents, that if at any time during the continuance of this Agreement, or after the determination thereof, any dispute shall arise between the parties hereto concerning any breach by or on the part of the Contractors of this Agreement, or the sufficiency of any such breach to justify the Postmaster General in putting an end to the same, or concerning any of the covenants, matters, or things herein contained, or in anywise relating thereto; and notwithstanding the power herein contained to determine this Agreement, and any execution or attempted execution of such power, such dispute shall be referred to two arbitrators, one to be chosen from time to time by the Postmaster General, and the other by the Contractors; and if such arbitrators should, at any time or times, not agree in the matter or question referred to them, then such question in difference shall be referred by them to an umpire, to be chosen by such arbitrators before they proceed with the reference to them; and the joint and concurrent award of the said arbitrators, or the separate award of the said umpire, when the said arbitrators cannot agree, shall be binding and conclusive upon both parties.

12. This Agreement shall commence on or as from the 28th day of April 1866, and shall continue in force so long, and so long only, as a certain Agreement, dated the 22nd day of July 1863, and expressed to be made between the said Postmaster General of the one part, and the Royal Mail Steam Packet Company of the other part, shall continue in force.

13. Provided also, that it shall be lawful for either party to this Agreement to determine it by giving six calendar months' notice, in writing, to the other party of his or their desire so to do; and such notice, if given by the Contractors, shall be signed by them, or by some agent duly authorised on their behalf, and sent by post to the Postmaster General, at the General Post Office, in St. Martin's-le-Grand, London; and such notice, if given by the Postmaster General, shall be signed by him or his secretary for the time being, and shall be sent by post to the last known office of the said Contractors.

14. In case any vessel or vessels employed by the Contractors in the before-mentioned service be lost or disabled, or should they from any other cause not arrive at their several ports of destination on the days agreed upon, the Contractors shall dispatch another steam vessel or vessels, with the agent and mails aforesaid, as fit for the efficient performance of the said service as those which they replace, as soon as circumstances will permit.

15. That the Contractors shall not assign, underlet, or dispose of this Agreement, or any part thereof, without the consent of the Postmaster General, signified in writing under his hand or under the hand of the Secretary or any of the assistant Secretaries of the Post Office; and that in case of the same or any part thereof being assigned, underlet, or otherwise dispose, of, or of any great or habitual breach of this Agreement, or any covenant, matter, or thing herein contained on the part of the Contractors, their officers, agents, or servants, it shall be lawful for the Postmaster General, if he shall think fit (and notwithstanding there may or may not have been any former breach of this contract), by writing under his hand, or writing under the hand of the Secretary, or one of the assistant Secretaries of the Post Office, to determine this Agreement without any previous notice to the Contractors or to their agents; nor shall the Contractors be entitled to any compensation in respect of such determination, and such determination shall not deprive the Postmaster General for the time being, of any right or remedy to which he would otherwise be entitled, by reason of such breach or any prior breach of this Contract.

16. That all notices and directions which the Postmaster General, his officers, agents, or others are hereby authorised to give to the Contractors, their officers, servants, or agents, other than any notice of termination of this Contract, may at the option of the Postmaster General, his officers, agents, or others, be delivered in writing to the master of any of the said vessels, or other officer or agent of the Contractors in the charge or management of any vessel employed in the performance of this Agreement, or left for the Contractors at their office or house of business in Havana aforesaid, and any notices or directions so given or left shall be binding on the Contractors, their officers, servants, or agents.

17. That in pursuance of the provisions contained in the Act of Parliament passed in the 22nd year of the reign of King George III., entitled "An Act for restraining any Person concerned in any Contract, Commission, or Agreement, made for the Public Service, from being elected or sitting and voting as a Member of the House of Commons," no Member of the House of Commons shall be admitted to any share or part of this Agreement, or to any benefit to arise therefrom, contrary to the true intent and meaning of the said Act.

18. That this Agreement shall not be binding until ratified by Her Majesty's Postmaster General, and has been laid upon the Table of the House of Commons for one month without disapproval, unless it be previously approved by a Resolution of the said House of Commons.

In witness whereof, we have this day attached our names and seals at Havana, the 29th day of August 1866.

For Her Britannic Majesty's Postmaster General,

H. AUGUSTUS COWPER,

L. S.

SAN PELAYO Y HERRERA,

L. S.

EXPLANATORY NOTE of the Description of the Contractors in the Preamble:—

Don Ramon San Pelayo as Administrator of the Cuban General Steam Navigation Company, and Don Ramon Herera for himself, as proprietor, and both as Administrators, of the Spanish West India and Coast of Mexico Steam Navigation Company.

H. Augustus Cowper.

British Consulate General, Havana,
29 August 1866.

I HEREBY certify that the foregoing Contract is drawn out according to local law; that the signatures thereto are in the proper handwriting of Mr. H. A. Cowper, Her Majesty's Consul at Puerto Rico, and of Senor San Pelayo, one of the partners of the firm of San Pelayo y Herrera of this city; and moreover that the certificate at the end relating to the translation is given by the Government Interpreter, Senor Arrastia.

W. W. Follett Synge,
Her Britannic Majesty's Consul General in Cuba.

VAPOR No. 1.

CAPITAN.

Viaje a San Thomas por el Norte de Santo Domingo.

ORDEN DE VIAJE.			
Island of Cuba -	17	Saldrá de la Habana á las -	y llegará á Neuvinas el -
	19	Neuvinas - - - - -	Gibara - - -
	20	Gibara - - - - -	Baracoa - - -
	21	Baracoa - - - - -	Cuba (St. Jago) -
San Domingo -	22	Cuba (St. Jago) - - -	Puerto Plata -
	24	Puerto Plata - - - -	Mayagüez -
	25	Mayagüez - - - - -	Aguadilla -
Island of Puerto Rico -	25	Aguadilla - - - - -	Puerto Rico -
	26	Puerto Rico - - - -	St. Thomas -
RETORNO.			
Island of Puerto Rico -	2	De St. Thomas - - -	y llegara á Puerto Rico -
	3	Puerto Rico - - - -	Aguadilla -
	4	Aguadilla - - - - -	Mayagüez -
San Domingo -	5	Mayagüez - - - - -	Puerto Plata -
	6	Puerto Plata - - - -	Cuba (St. Jago) -
	8	Cuba (St. Jago) - - -	Baracoa -
Island of Cuba -	9	Baracoa - - - - -	Gibara -
	10	Gibara - - - - -	Neuvinas -
	11	Neuvinas - - - - -	Habana -

La carga se recibe los dias.

De madrugada.

CONSIGNATORIOS.

Nuevinas -	Srēs. Manuel Marquez y Comp.	Mayagüez -	P. J. Raldiris.
Gibara -	J. Munné y Comp.	Aguadilla -	Amell Juliá y Comp.
Baracoa -	R. Alayo y Comp.	Puerto Rico -	Caracena Iriarte y Comp.
Cuba -	Juan Terrida.	San Thomas -	Lamb y Comp.
Puerto Plata -	Ginebra Hermanos.		

Se despacha por los Srēs. San Pelayo y Herrera,
Calle de los Oficios Nñnn 58.

VAPOR No. 2.

CAPITAN.

Viaje a San Thomas por el Sur de Santo Domingo.

ORDEN DE VIAJE.				
Island of Cuba -	1	Saldrá de la Habana á las 12 - y llegará á Nuevitas el	-	3
	3	Nuevitas - - - - -	" Gibara - -	4
	4	Gibara - - - - -	" Baracoa - -	5
	5	Baracoa - - - - -	" Cuba (St. Jago)	6
St. Domingo -	7	Cuba (St. Jago) - - - -	" Santo Domingo	9
	9	Santo Domingo - - - -	" Mayagüez -	10
Island of Puerto Rico -	10	Mayagüez - - - - -	" Aguadilla -	10
	10	Aguadilla - - - - -	" Puerto Rico -	11
	11	Puerto Rico - - - - -	" St. Thomas -	12
RETORNO.				
Island of Puerto Rico -	16	De St. Thomas - - - - y llegará á Puerto Rico -	-	17
	17	Puerto Rico - - - - -	" Aguadilla -	18
	18	Aguadilla - - - - -	" Mayagüez -	18
	19	Mayagüez - - - - -	" Santo Domingo	20
St. Domingo -	20	Santo Domingo - - - -	" Cuba (St. Jago)	22
	23	Cuba (St. Jago) - - - -	" Baracoa - -	23
Island of Cuba -	23	Baracoa - - - - -	" Gibara - -	24
	24	Gibara - - - - -	" Nuevitas - -	25
	25	Nuevitas - - - - -	" Habana - -	27

La carga se recibe.

De madrugada.

CONSIGNATORIOS.

Puerto Principe -	D. Carlos B. Galan.	Santo Domingo -	Srës. Ginebra Hños.
Nuevitas - -	Srës. Manuel Marquez y Comp.	Mayagüez - -	P. J. Raldiris y Comp.
Gibara - -	Silva Rodriguez y Comp.	Aguadilla - -	Amell Juliá y Comp.
Baracoa - -	R. Alayo y Comp.	Puerto Rico -	Caracena Iriarte y Comp.
Cuba - -	Juan Tarrida.	San Thomas -	Lamb y Comp.

Se despacha por los Srës. Pelayo y Herrera,
Oficios 58.

— No. 2. —

The Secretary to the Treasury to the Postmaster General.

My Lord Duke,

Treasury Chambers, 15 October 1866.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to state that, under the circumstances mentioned in your Grace's letter of the 8th instant, my Lords will not object to the ratification of the Contract entered into with Don Ramon Herrera, the principal proprietor of the Spanish West India Mail Steamers, for the conveyance of Her Majesty's Mails between St. Thomas and Havana, and all the intermediate stations, in consideration of the payment of One thousand two hundred pounds (1,200 l.) a year.

I am, &c.

The Postmaster General,
&c. &c. &c.

(signed) *George Ward Hunt.*

— No. 3. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 1 July 1867.

BY Mr. Hunt's letter of the 15th October last, your Lordships were pleased to ratify the contract entered into by this department with the owners of a line of Spanish steamers plying between St. Thomas and Havana, for the conveyance

conveyance of mails on behalf of this department, in consideration of a subsidy of 1,200 *l.* a year.

Circumstances have occurred which in my opinion render it expedient to increase that subsidy.

Previously to negotiations being entered into between the British Post Office and Don Ramon Herrera, the principal proprietor of the steamers referred to, the merchants at St. Thomas, for the purpose of inducing that gentleman to extend his line from Porto Rico (the terminal port under his Contract with the Spanish Government) to St. Thomas, agreed to subscribe a sum of 500 dollars per month, or about 1,200 *l.* a year sterling, in virtue of which subscription, the boats commenced to call at that island, and the agents of Don Ramon Herrera to collect letters for conveyance by his packets.

Since the contract has been entered into with this department, by which, no doubt, the objects of the merchants have been equally attained, the local subscription has greatly diminished, and, if not already wholly withdrawn, is on the point of being so.

To recoup himself in this loss, the Contractor asks, and I think with reason, that his subsidy from this office may be increased, offering at the same time to forego any claims upon the local merchants at St. Thomas, and to prohibit his agents at that port from receiving their letters for conveyance by the contract steamers, the postage of which letters would then accrue to the British revenue.

Don Ramon asks for an addition of 1,200 *l.* a year to his subsidy, but Mr. Cowper, the British Consul and Post Office agent at Porto Rico, who negotiated the contract and through whom the further correspondence has been conducted, recommends that the addition be not more than 800 *l.* a year, raising the subsidy from 1,200 *l.* to 2,000 *l.* For this sum he believes the Contractor will be willing not only to do all that he has agreed to do, but also to prohibit his agents, at every other port served by the steamers at which there is a British Post Office agent, from receiving letters for conveyance by those steamers, and his officers from taking them on board.

According to the best estimate which can be framed, the additional correspondence that would be posted at our agency at St. Thomas if this arrangement were adopted, would alone be sufficient to cover the additional subsidy; and under these circumstances I feel myself warranted in requesting your Lordships' authority for agreeing to increase the payment made to the owners of the Spanish steamers plying between St. Thomas and Havana from 1,200 *l.* to 2,000 *l.* a year, provided that they conform to the stipulations suggested by Mr. Cowper.

As the whole arrangement is terminable on a notice of six months, any loss that might arise from an error in Mr. Cowper's estimate could not be great.

I enclose, for your Lordships' information, a copy of the Contractor's application, and of Mr. Cowper's report.

I have, &c.
(signed) *Montrose.*

The Lords Commissioners of the Treasury,
&c. &c. &c.

Enclosures in No. 3.

(Translation.)

Señor Von Augustus Cowper,

Señor Nuestro,

Puerto Rico, Havana, 1 March 1867.

ACCORDING to repeated letters which we have received from St. Thomas, the merchants of that place, who paid us a subvention (for the benefit they received through our steamers calling there, particularly in the conveyance of the mails, and the facilities of communication thus afforded them) is the amount of 500 dollars, when we had only one vessel, the "Pagaro del Oceano" on the service. This amount, now that we have two calling there monthly, has

diminished by one-half, for the reason, as stated by the subscribers, that having entered into a convention with the British Government, who now pays us for carrying the mails, they consider that the English Post Office is obliged to take their letters; and as our agents there think, as we do, to the contrary, there is a disagreeable divergence of opinion, and considerable prejudice to ourselves, considering the small subvention we receive, and the gain to the British Post Office from the postage upon the considerable number of letters hitherto delivered in the office of our agent, which fact can be supported by the British Mail agent on board our steamers.

As a consequence of this, and with the object of causing our service with the British Post Office to proceed with greater harmony and equity, we have thought that it would not object to augment the amount now agreed upon by the Contract by 500 dollars a month, we on our part undertaking to receive no letter whatever in St. Thomas, and to cease to demand any further subvention from the merchants, who would then have to pay postage upon their letters at the British Post Office.

We believe that the British Post Office would gain very much by this arrangement, and we should lose nothing, which will be the case if we continue to receive only the sum established by the Contract. Convinced of this we feel assured that your Honor will interpose your influence and arguments to obtain our object for us with the British Post Office, or favour us with the best form of addressing ourselves with this end to the Postmaster General of England.

We are, &c.
(signed) *San Pelayo y Herrera.*

British Consulate, Puerto Rico,
24 May 1867.

Sir,

I HAVE the honour to acknowledge the receipt of your despatch, No. 19868, of the first instant, and to enclose the translation of Señor San Pelayo and Herrera's letter, which I had not time to forward in my despatch of the 13th March.

In compliance with your desire that I should state the course which I would recommend to be adopted, I take the liberty of submitting—

1st. That Señor Pelayo, in consequence of their Contract with Her Majesty's Post Office, have certainly lost a subvention of 500 dollars a month paid to them by the merchants of St. Thomas for sending their vessels there.

2nd. That should Her Majesty's Post Office reimburse them, as they request, for this loss, they offer to prohibit their agents at St. Thomas from receiving any letters whatever at their office for transmission by their ships; and if Mr. Azevedo's estimate of their number is to be relied upon, Her Majesty's Post Office would be fully repaid by the amount of their postage.

But there are two considerations which must not be lost sight of:—

1st. That Señor San Pelayo and Herrera still retain one, perhaps the greatest, of the inducements which caused them to send these vessels to St. Thomas, namely, that of carrying cargo and passengers, and this advantage must at least equal in amount that which they received from the merchants and the letters put together; and,

2ndly. That their Contract with Her Majesty's Post Office has been the cause of their effecting an excellent arrangement with the Royal Mail Company.

I should therefore consider that upon Señor San Pelayo and Herrera prohibiting

hibiting all their agents, at any port where there is a British Post Office, from receiving any letters for transmission by their vessels, and the officers from taking them, Her Majesty's Post Office might safely increase its present subvention from 1,200 *l.* a year to 2,000 *l.*, an amount with which I consider those gentlemen should be satisfied.

I have, &c.

(signed) *H. Augustus Cowper,*

Her Majesty's Consul and Post Office Agent.

F. Hill, Esq., &c. &c. &c.

— No. 4. —

Mr. *G. A. Hamilton* to the Postmaster General.

Treasury Chambers,

11 July 1867.

My Lord Duke,

WITH reference to your Grace's letter of the 1st instant, I am directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you that, under the circumstances therein stated, my Lords will not object to your Grace's proposal to increase the subsidy paid by the British Post Office to the owners of a line of Spanish steamers plying between St. Thomas and Havana for the conveyance of mails from 1,200 *l.* to 2,000 *l.* a year, on their foregoing any claims on the merchants at St. Thomas, and prohibiting their agents at that port from receiving letters for conveyance by the contract steamers, and also prohibiting their agents at every other port served by the steamers, at which there is a British Post Office Agent, from receiving letters for conveyance by those steamers, and their officers from receiving them on board.

I have, &c.

(signed) *Geo. A. Hamilton.*

The Postmaster General.

— No. 5. —

The Postmaster General to the Lords Commissioners of the Treasury.

General Post Office,

5 November 1867.

My Lords,

BY Mr Hamilton's letter of the 11th of July last, your Lordships conveyed to me your authority for increasing from 1,200 *l.* to 2,000 *l.* a year the subsidy payable to the owners of the Spanish steamers plying between St. Thomas and Havana for the conveyance of mails on behalf of this department, provided that they assented to certain conditions specified in that letter.

Such assent having been given, a fresh contract embodying the new agreement has been drawn up by the solicitor of this department, and is now ready for execution by the Contractors at Havana.

I am of opinion that it is very desirable that the new Contract should be formally executed in the presence of Mr. Cowper, the British Consul and Post Office Agent at Puerto Rico, under whose supervision the service originally contracted for was organised, and which arrangement would have this further advantage, that Mr. Cowper would be well qualified to deal with any slight alteration of the terms of the Contract which the Contractors may propose.

Mr. Cowper is at the present moment in this country, on leave of absence, but I have ascertained that he would be willing at once to proceed to Havana in the performance of this duty; and advantage could be taken of the opportunity to instruct him to inspect the newly-established Post Office agencies in Cuba, &c., and ascertain whether the agents need any further instructions.

I have written to the Foreign Office, inquiring whether Lord Stanley has any objection to Mr. Cowper being employed in this service, and meanwhile I request your Lordships' authority for despatching Mr. Cowper to Havana, as proposed.

Mr. Cowper will of course be entitled to repayment of the sums actually dis-

bursed by him for locomotion; and he should, I submit, receive the same per diem allowance during his absence from this country as was paid to him under your Lordships' authority when he went to Havana to get the first Contract signed, about a year ago, viz., 30s.

The Lords Commissioners
of the Treasury.

I have, &c.
(signed) *Montrose.*

— No. 6. —

The Secretary to the Treasury to the Postmaster General.

Treasury Chambers,
11 November 1867.

My Lord Duke,

I AM directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you that my Lords have had before them your Grace's letter of the 5th instant, representing that it is very desirable that the new Contract for the conveyance of mails, to be entered into with owners of the Spanish steamers plying between St. Thomas and Havana, should be formally executed in the presence of Mr. Cowper, the British Consul and Post Office Agent at Puerto Rico, under whose supervision the service originally contracted for was organised, and that that gentleman, although at the present moment in this country on leave of absence, is willing at once to proceed to Havana for the performance of this duty.

It is also stated in your Grace's letter, that advantage would be taken of this opportunity to instruct Mr. Cowper to inspect the newly-established agencies, and ascertain whether the agents need any further instructions.

I am desired to state that my Lords concur in opinion with your Grace, and they are pleased to authorise you to despatch Mr. Cowper to Havana as proposed.

My Lords likewise sanction the repayment to Mr. Cowper of the sums actually disbursed by him for locomotion, and of his being paid the per diem allowance of 30s., in accordance with your recommendation.

In conclusion, I am directed to state that, when the new Contract is complete, my Lords request that a copy of it may be forwarded to them, in order that it may be laid on the table of the House of Commons, in pursuance of the Resolution of that House, dated the 24th of July 1860.

His Grace the
Postmaster General.

I have, &c.
(signed) *George Ward Hunt.*

— No. 7. —

The Postmaster General to the Lords Commissioners of the Treasury.

General Post Office,
7 February 1868.

My Lords,

WITH reference to previous correspondence on the subject of the Contract for the conveyance of mails on behalf of this department between St. Thomas, Puerto Rico, and Havana, by steam vessels which are also employed in the Spanish mail service, I have the honour to transmit herewith, to be laid on the table of the House of Commons, the enclosed copy of a Supplementary Contract, which, under the authority conveyed to me by your Lordships in your letter of the 11th of July last, has been concluded with Don Ramon San Pelayo and Don Ramon Herrera, the owners of those steamers.

The Lords Commissioners
of the Treasury.

I have, &c.
(signed) *Montrose.*

Enclosure in No. 7.

SUPPLEMENTARY ARTICLES of AGREEMENT made this 24th day of December, in the year 1867, between the Most Noble *James Duke of Montrose*, Her Majesty's Postmaster General for the time being of the one part, and *Don Ramon San Pelayo* and *Don Ramon Herrera*, both of the City of Havana, in the Island of Cuba, and carrying on business under the Firm of San Pelayo and Herrera (hereinafter called the Contractors) of the other part; Witness as follows (that is to say):—

1. These Articles of Agreement shall be construed and treated as supplementary and additional to certain Articles of Agreement, dated the 29th day of August 1866, under which the Contractors now convey Her Majesty's mails in both directions, between the Island of St. Thomas and the City of Havana aforesaid, calling at certain intermediate ports or places, and the same Articles of Agreement of the 29th day of August 1866, shall remain in full force except so far as the same are varied as hereinafter-mentioned.

2. In consideration of the due and faithful performance by the Contractors of all the services and stipulations herein, and in the said Articles of Agreement of the 29th day of August 1866 contained, and on the part of the Contractors to be performed and observed, Her Majesty's Postmaster General shall pay to the Contractors (out of such money as may be from time to time provided and appropriated by the British Parliament for that purpose) the yearly subsidy or sum of 2,000 *l.* instead of the yearly subsidy or sum of 1,200 *l.* mentioned in the said Articles of Agreement, and the Contractors shall be entitled to the said increased subsidy as from the 28th day of December 1867, and as from the last-mentioned date all the stipulations contained in the said Articles of Agreement with reference to the said yearly subsidy of 1,200 *l.* shall be applicable with reference to the said increased subsidy of 2,000 *l.* in the same manner as if the sum of 2,000 *l.* were substituted for the sum of 1,200 *l.* throughout the same Articles of Agreement.

3. From and after the 28th day of December 1867 it shall not be lawful for the Contractors, or any of their agents, officers, or servants, to collect or receive at any port or place in the West Indies, where there is a British Post Office or a British postal agency, any letters or letter whatever for conveyance by any vessel belonging to or used by the Contractors, or to receive on board any such vessels any letters or letter for conveyance, except letters forming part of Her Majesty's mails, and received on board for conveyance in pursuance of the said Articles of Agreement, and except also postal letters received on board for conveyance in pursuance of any Contract with the Spanish Government; and the Contractors hereby undertake to issue orders without delay to their agents, officers, or servants to the above effect.

4. And whereas the Contractors have from time to time received considerable sums of money from merchants and others trading or residing at the Island of St. Thomas as a subsidy, in remuneration for their services in conveying letters to and from the said Island: Now it is hereby declared, that from and after the said 28th day of December 1867, and during the continuance of the Contract contained in the said Articles of Agreement of the 29th day of August 1866, and these presents, it shall not be lawful for the Contractors, their agents, officers, or servants, or any other person or persons on their behalf, to receive from merchants or others trading or residing at St. Thomas, or from any other person or persons whatsoever, any sums or sum of money by way of subsidy, or of remuneration for the services of the Contractors in conveying letters to or from the said Island, it being the intention of the parties hereto and of these presents, that the said annual sum of 2,000 *l.* shall be received by the Contractors in full remuneration for such services.

5. And the said Contractors further agree that should the British mail station be removed from the island of St. Thomas, they will, under a new agreement, endeavour to adapt the arrivals and departures of their vessels, either upon the present route, or upon the Jamaica line, so as to enable them to continue the British mail service now actually performed by them: Provided always,

that such adaptation does not interfere with the existing engagements of the Contractors with the Spanish Government.

6. If any default shall be made in the observance and performance by the Contractors, or their agents, officers, or servants, of any of the stipulations contained in Clauses 3 and 4 of these presents, it shall be lawful for the said Postmaster General, his successors or assigns, forthwith to determine the Contract contained in the said Articles of Agreement of the 29th day of August 1866, and in these presents, by notice in writing, to be signed by him, or his secretary for the time being, and sent by post to the last known office of the Contractors.

In witness whereof we have hereunto attached our names and seals in Havana, this 24th day of December 1867.

(signed)

SR. PELAYO Y HERRERA,

L. S.

H. AUGUSTUS COWPER,

L. S.

(For his Grace the Duke of Montrose).

POST OFFICE MAIL SERVICE (HAVANA
AND ST. THOMAS).

COPY of CONTRACT dated the 29th day of August 1866, and of the SUPPLEMENTARY CONTRACT dated the 24th day of December 1867, for the Conveyance of the Mails between St. Thomas and Havana, and of the CORRESPONDENCE which relates thereto.

(Mr. Hunt.)

*Ordered, by The House of Commons, to be Printed,
17 February 1868.*

76.

Under 2 oz.

MAIL SERVICES (INDIA AND CHINA).

RETURN to an Order of the Honourable The House of Commons,
dated 19 November 1867;—for,

COPY “ of further CORRESPONDENCE relating to the Conveyance of MAILS
to *India* and *China* (in continuation of Parliamentary Paper, No. 405, of
Session 1867). ”

Treasury Chambers,
19 November 1867.

GEORGE WARD HUNT.

— No. 1. —

The Peninsular and Oriental Steam Navigation Company to the Secretary
to the Treasury.

Peninsular and Oriental Steam Navigation Company,
Offices, 122, Leadenhall-street, London, E. C.,

Sir, 27 June 1867.

I HAVE the honour to request that you will be good enough to lay the accom-
panying Memorial of the Directors of this Company before the Right Honour-
able the Lords Commissioners of Her Majesty's Treasury at the earliest
convenient opportunity.

G. Ward Hunt, Esq., M. P.,
&c. &c. &c.,
Treasury.

I have, &c.
(signed) C. W. Howell,
Secretary.

Enclosure in No. 1.

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

The Memorial of the Board of Directors of the Peninsular and Oriental Steam
Navigation Company,

Respectfully sheweth,

THAT your Memorialists have noticed with considerable surprise and alarm, an announce-
ment recently made by the Secretary of the Treasury in his place in Parliament, in
reply to a question, whether “ any overtures had been made to the French Post Office
with a view to render the French mail service to India and China more available for the
purposes of this country ; ” that “ forms of tender had been sent out, and it was hoped
the Société Imperiale might be induced to make an offer.”

Your Memorialists submit that to subsidise and employ that Company in the above ser-
vice would be unjust and highly detrimental to the interest of the enterprise under their
direction, as well as impolitic in reference to important national interests.

In support of these allegations, your Memorialists respectfully beg leave to bring under
the consideration of your Lordships the following facts:

The operations of the Messageries Impériales Company were about five years ago ex-
tended to India and China, under the direct action of the French Government, with a view
to increase the commercial and political interests of that Government in the East.

A large part of its capital for the construction of its ships was advanced to it by the
State, and the State undertook to take its ships over at a valuation in case of any occurrence
causing the dissolution of the Company. Moreover, a contract for the execution of the

postal services was secured to it for a period of 20 years, at a subsidy amounting in the average to 20 s. per mile.

The French Company is now in active competition with the Peninsular and Oriental Company for the carriage of goods and passengers, which forms by far the largest source of income to the latter Company, the payment received for the British postal service scarcely forming a sixth part of the sum required to cover its current expenses, and provide a moderate dividend to its shareholders.

Enjoying such a high rate of subsidy, with other encouragements from its own Government, the French Company is able to carry goods and passengers at lower rates than the Peninsular and Oriental Company, whose mileage rate of payment for that postal service, 4 s. 2 d., is only about a fifth part of that received by its French rival.

To add a British subsidy to the high rate already received from the French Government, would be to place the Messageries Imperiales Company in a position to injure seriously the interests and put an end to the progress of the Peninsular and Oriental Company, as competition under such a disparity of circumstances would be impracticable.

The competition of the French Company, your Memorialists regret to state, has of late considerably diminished that part of the income of this Company, arising from the conveyance of merchandize and passengers, particularly the former, and this with some general stagnation of traffic; and the Company being unable to reduce to a proportionate extent their working expenses in consequence of the obligations of the postal Contracts, has caused its outlay to greatly exceed its income during the past year.

Your Memorialists take leave to submit that the Peninsular and Oriental Company has claims to a favourable consideration of its interest, on the ground of important public benefits derived from it, and important public services rendered by it in cases of national urgency, in proof of which they beg to submit the following facts:—

1st. The communications established by it with the East have materially contributed to the development of the trade and intercourse with these parts, now amounting to more than 110,000,000 l. sterling annually, and which has been quadrupled since the establishment of these communications. The addition to the wealth and industry of the nation, and the consequent gain to the Exchequer, in direct and indirect taxation, must, your Memorialists submit, have very far exceeded any payments out of the Exchequer received by the Company for postal services.

2nd. During its progress the Company has greatly improved and extended the postal services with the East. It has at the same time effected a reduction in their cost, which, if compared with their cost when executed by agencies which it has superseded, and the demands of others with whom it has been placed in competition, would, if calculated to the present time, amount to upwards of two millions and a half sterling, as your Memorialists are prepared to prove in detail if required to do so.

3rd. The operation of the enterprise itself has been and is of considerable importance, even if limited to a fiscal point of view. Its current expenditure in navigating its fleet, including fuel, has been very large, and for the last 10 years has averaged about 2,000,000*l.* annually, and if to that be added the cost of construction and repairs of ships paid out of its capital, nearly half a million more may be estimated. This amount expended in the employment of labour, purchase of taxed material, &c., must have returned into the Exchequer a very large annual sum in taxes, if the usual estimate of taxation, say 10 per cent. on consumption and expenditure in this country, be correct.

4th. The Company has added to the maritime means of the nation a fleet of steam vessels such as no other private maritime enterprise has yet produced, consisting of 51 first-class steam-ships, measuring 84,281 tons, with machinery of 18,380 horse-power, and, at a cost of upwards of 350,000 £., have constructed docks and repairing establishments in India and elsewhere for keeping up this fleet in working efficiency, the whole amount of capital invested in the Company's property being upwards of 4,000,000 £. In navigating this fleet, and other necessary labour connected with it, it employs upwards of 3,000 officers, engineers, and firemen, the total number of persons employed afloat and on shore being nearly 13,000. An average number of 170 sailing ships, manned by about 3,500 officers and seamen, are engaged annually in carrying coal to the Company's stations at home and abroad.

5th. Part of the Company's fleet has been frequently availed of, and has rendered important services in assisting military operations on occasions of great national emergency. Among various other occasions, your Memorialists will only at present advert particularly to the Crimean War and the Indian Mutiny. On the former occasion 11 ships were called into the transport service by requisition of the Admiralty, and the number of troops, &c., besides large quantities of stores conveyed by them, was—

Officers	-	-	-	-	-	-	-	1,800
Men	-	-	-	-	-	-	-	60,000
Horses, with their provender and equipments	-	-	-	-	-	-	-	11,500

On the occasion of the mutiny in India, between the months of September 1857 and June 1858, 235 officers and 5,171 men were transported to India *via* Egypt, by the Company's steamers, and it is generally admitted that the prompt despatch and speedy conveyance of these detachments assisted materially in the eventual suppression of that disastrous revolt.

On the outbreak of a rebellion in Ceylon in 1848, in the wars with Persia and Burmah, the Kaffir War, &c., the ships of the Company rendered important services, and some of them gratuitously.

6th. In pointing out to your Lordships these public benefits and services rendered by the Company in the course of its progress, your Memorialists feel it to be proper to state that in bringing it from a very humble beginning to its present magnitude and importance, its promoters and directors have never been indebted to any adventitious aid or encouragement from any of the Governments which have existed in this country during the 26 years that have elapsed since its formation. The Company has never been, nor has it asked to be, entrusted with a postal service, until it had first, at its own risk, provided itself with the means of efficiently executing it, and then the contract for performing it has only been obtained in public, and sometimes not very fair, competition. Plans and suggestions have been frequently presented to the proper Government authorities by the Company's managers for effecting important improvements, and great reduction of the cost of postal communication; most of them were adopted, but the execution of them, with one or two minor exceptions, where competition was impracticable, was invariably put up to public competition, and the carrying out of their own plans only obtained by the proposers in consequence of their having been able to do so at a less cost and with more efficiency than their competitors. Your Memorialists would now venture a remark or two on the cost of the postal service. The portion of the subsidy not covered by the postage of letters is generally denominated and treated as a "loss" or "fiscal sacrifice." Nothing, your Memorialists submit, can be more erroneous. The cost of these postal communications, when compared with the revenue derived from the wealth and industry which they create, is trifling; for instance, the actual cost, according to the evidence of the Assistant Secretary of the Post Office of the India and China Postal Service, was, in 1853, 47,000*l.*, an amount exceedingly small when compared with the revenue in taxes obtained by the Exchequer, even on the expenditure of this Company.

For testimonials to the efficiency with which this extensive and complicated service has been conducted by the Peninsular and Oriental Company, your Memorialists have pleasure in referring your Lordships to the reports of Parliamentary Committees appointed at various times, viz., in 1849, 1851, and 1866, to investigate the subject, particularly the last, which, after a careful examination of a mass of evidence, recorded its verdict, "That the services under the several contracts to which reference has been made have been well performed." They beg also to refer to a communication recently received from Her Majesty's Postmaster General, in which he is pleased to express himself thus: "The Duke of Montrose desires to take the opportunity of expressing the high sense he entertains of the efficient, successful, and liberal manner in which the Peninsular and Oriental Steam Navigation Company have performed their large and important contracts for the conveyance of Her Majesty's mails."

In conclusion, your Memorialists desire to state that while they are prepared to undertake the proposed extended services, and will not shrink from fair competition with any other private association, they feel that to invite the French Steam Navigation Company to compete with them would be virtually to place them in competition with the enterprise and resources of a powerful foreign government, a measure which could scarcely fail to damage most seriously, if not to ruin, the future prospects of the Peninsular and Oriental Company; and therefore, on behalf of themselves and their highly respectable and numerous constituency, the shareholders of the Company, they must respectfully but earnestly pray that no contract for any part of the postal services with India and China for which tenders have recently been invited may be entered into with a foreign company to the detriment of British capital and enterprise.

By order of the Board of Directors,
(signed) *C. W. Howell*, Secretary.

122, Leadenhall-street,
27 June 1867.

— No. 2. —

The Secretary to the Treasury to the Peninsular and Oriental Steam Navigation Company.

Gentlemen, Treasury Chambers, 29 June 1867.

I HAVE laid before the Lords Commissioners of Her Majesty's Treasury your Memorial, praying that no contract for any part of the postal services with India and China may be entered into with a foreign Company; and I am desired by their Lordships to state, that in consequence of the Report of the Committee of the House of Commons which sat last Session on East Indian Communications, and adverting to the Report of the Committee which sat in 1860 on Packet and Telegraphic Contracts, Her Majesty's Government have felt it their duty

duty to open to public competition the services in connection with the proposed postal communications with India and China, and they have accordingly invited tenders by public advertisements, without reference to the nationality of persons or companies inclined to submit offers for the whole or any portions of the services.

I am also desired to state that the Government are not bound to accept the lowest or any tender; and that when they have received the whole of the tenders, it will be for their Lordships to enter into such arrangements as, taking all circumstances into consideration, they think will be most advantageous for the public service.

I am, &c.
(signed) *George Ward Hunt.*

The Directors of the
Peninsular and Oriental Steam Navigation Company,
122, Leadenhall-street.

— No. 3. —

The Peninsular and Oriental Steam Navigation Company to the Secretary
to the Treasury.

Peninsular and Oriental Steam Navigation Company,
Offices, 122, Leadenhall-street, London, E.C.,

Sir,

23 July 1867.

WITH reference to your letter dated the 29th ultimo (10,345, 28-6), in which you state that the Lords Commissioners of Her Majesty's Treasury had invited tenders by "public advertisement," without reference to the nationality of persons or companies inclined to submit offers for the whole or any portions of the India and China postal services, the Directors of this Company feel it to be their duty to state that they have, since the receipt of that letter, learned from a source which they have reason to consider authentic, that a special communication through the British Minister in Paris has been made to the French Company, the Messageries Imperiales, inviting that Company to execute a postal service with Japan and China once every four weeks.

Adverting to the facts submitted in their memorial of the 27th ultimo, the Directors beg respectfully to observe that such an arrangement would so materially tend to place the carrying trade of the East in the hands of the Messageries Imperiales Company as to preclude the Directors of this Company from making any tender for the remaining portion of the postal service except at a very considerably enhanced cost.

G. Ward Hunt, Esq., M.P.,
&c. &c. &c.,
Treasury.

I have, &c.
(signed) *C. W. Howell,*
Secretary.

— No. 4. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords, General Post Office, 20 August 1867.

In compliance with your Lordships' desire, communicated verbally by Mr. Hunt, inquiry has been made of the Peninsular and Oriental Steam Navigation Company whether they would be willing, as a temporary arrangement, to continue their present mail packet services to India and China for six months beyond the time (next February) when their contract will expire; and whether they would agree to the continuation lasting for 12 months; and upon what terms in each case; also, in each case, upon what terms they would agree to put on two additional packets, per month, between Suez and Bombay, so as to place that service in the same state as it was in during the early part of the present year, when, as an experiment, the Company, of their own accord, added two packets per month, making, for a time, four packets per calendar month.

I am

I am sorry to report that the result of the inquiry, as shown by the enclosed copy of the Company's letter, is such as, in my opinion, to preclude all idea of accepting the Company's terms; and I feel no doubt that your Lordships will come to the same conclusion.

The present payment to the Company for the Indian and China services together is at an average rate of about 4 s. 6 d. per nautical mile, and amounts to about 230,000 l. per annum; but the Company demand that, irrespective of any additional packets to Bombay, the rate of payment shall be increased to 10 s. per nautical mile, which is equivalent to an additional payment for six months of more than 140,000 l., and for twelve months of more than 280,000 l.; while, if the two additional packets to Bombay be given, a further payment of about 26,500 l. is asked for six months, and of about 53,000 l. for twelve months. And thus the present payment, which, as I have stated, is at the rate of about 230,000 l. per annum, would be advanced in the one case to about 510,000 l. per annum, or, with the additional packets to Bombay, to about 563,000 l.; and this with regard to a service which is already far from self-supporting.

Under such circumstances, I cannot but advise that no alteration be made in the course that has been adopted. I think that before so large an addition to the subsidy can be contemplated, both your Lordships and Parliament would require that it should be clearly shown, by public competition, that such an addition is absolutely necessary; and, if matters be allowed to proceed, the result of the competition which has been invited will soon be ascertained; seeing that, on the 16th September, the tenders which have been called for will be due.

Your Lordships are aware that, in order to open the field of competition as wide as possible, the forms of tender have been so framed as not to make it essential that the service should be commenced on the termination of the present contract; so as to allow time for any substantial company that may have full means for the performance of the service (if they be only allowed time to build ships) to make an offer, with a view, in the meanwhile, to the adoption of a temporary arrangement; and this provision, I feel confident, will protect your Lordships from being driven into the payment of an exorbitant subsidy, not that I could so designate the sum now demanded by the Peninsular and Oriental Company. If after a full and open competition it should be found that that, or even a higher sum, is the lowest subsidy for which responsible contractors will undertake to perform the service, I can offer no objection to it, and then the only question will be whether such terms shall be accepted, or whether the service shall in any way be modified.

The chief difficulty in such temporary arrangement will relate to the service between Suez and Bombay; but even this difficulty is not great. In the first place, use, to some extent at least, may be made of the transport steam ships just built for the use of the Indian Government on this very line; secondly, the service is of so moderate an extent that it is likely that the British India Steam Navigation Company may be willing to undertake it; and, thirdly, under the provisions of the law on the subject, a mail, whether with or without the consent of the owners, might be sent by every ship, including even those belonging to the Peninsular and Oriental Company, used for trading purposes.

It is true that, as interpreted by the late Solicitor of the Post Office (Mr. Peacock), the law in England would not compel the owners of a ship plying between ports neither of which is in the United Kingdom to carry a mail, and therefore, at first sight, it would not seem practicable to use compulsion in the case of the mail between Suez and Bombay; but the difficulty is only apparent, since it is quite in the power of the Indian Government (if, indeed, they have not already done so) to lay down the same rule for the port of Bombay, with regard both to inward and outward ships, as exists in this country, and as has been adopted in some of the Australian colonies.

The Mediterranean service being near at hand and of moderate extent could no doubt readily be provided for; and, if necessary, use, for a time, might be made of the three packets per month between Marseilles and Alexandria in the service of France, and if, requisite, the service between Southampton and Alexandria might be wholly suspended.

As regards the China service, there is, in the first place, the French line of packets, which performs a service once each month with speed and regularity,

and which even now conveys for us a large number of letters; and, as in the case of Bombay, additional mails might be sent by trading ships.

Beyond Ceylon the Australian service, as your Lordships are aware, is independent of those to India and China, and cannot be terminated except on a notice of two years; and as far as Ceylon, there would be no difficulty under the terms of our postal convention with France in forwarding the Australian mails by the French packets.

Thus your Lordships will see that even if February next should arrive without the Post Office being in a position to carry on, as completely as at present, the Indian and China services, there will not be the dead-lock which some persons might anticipate, and that it will be practicable to continue these services with a fair degree of efficiency.

The Lords Commissioners
of Her Majesty's Treasury.

I have, &c.

Montrose.

— No. 5. —

Mr. *J. Cosmo Melvill* to the Secretary to the Treasury.

Sir,

India Office, 10 September 1867.

Letter from G. P. O.,
31 August 1867.
Letter from G. P. O.,
31 August 1867.

WITH reference to previous correspondence respecting tenders for the East India Mail Services, I am directed by the Secretary of State for India to forward a copy of a correspondence which has taken place between this Department and the General Post Office, with regard to a proposal to insert into any contract that might be made by the Indian Government, a clause to the effect that such contract would not be binding unless it should be sanctioned by Parliament.

I am, &c.

The Secretary, Treasury Chambers.

(signed) *J. Cosmo Melvill*.

Enclosure 1, in No. 5.

Sir,

India Office, 26 August 1867.

WITH reference to the tenders for the East India Mail Services which may be expected to be received in the course of next month, I am directed to request that you will inform his Grace the Postmaster General, that Sir Stafford Northcote considers that it would be right that a clause should be inserted into any contract that may be made by the Indian Government, similar to the clause which Sir Stafford understands is inserted into the contracts to be made by the British Government, to the effect that the contract will not be binding unless it should be sanctioned by Parliament. I am to request that you will move the Duke of Montrose to give the necessary instructions for this purpose.

The Secretary General,
Post Office.

I am, &c.

(signed) *J. Cosmo Melvill*.

Enclosure 2, in No. 5.

(Whitehall.—705, S.)

Sir,

General Post Office, 31 August 1867.

HAVING submitted to the Postmaster General your letter of the 26th instant, I am desired to state, for the information of Sir Stafford Northcote, that no stipulation as to the sanction of Parliament being required was introduced into the forms of tenders for the Mail services between Suez and Bombay, and between Calcutta and Yokohama, submitted for the approval of the Secretary of State for India on the 4th of March last; and that, as those forms have been widely circulated, and it would not be practicable to communicate with the parties into whose hands they have passed, nothing can now be done until the tenders are sent in, and are under the consideration of Her Majesty's Government.

I am, &c.

Herman Merivale, Esq. C.B., &c. &c.,
India Office.

(signed) *F. J. Scudamore*.

— No. 6. —

COPY of TREASURY MINUTE, dated 17 September 1867.

WRITE to Mr. Merivale, with reference to this letter, and request he will state to the Secretary of State for India in Council, that it appears to my Lords. that, with a view of bringing under the notice of Parliament any contract which the India Government may enter into for mail services between Suez and Bombay and Calcutta and Yokohama, it would be expedient that, before accepting finally any tender or tenders for the services in question, or either of them, it should be distinctly intimated to the tenderer that his offer is accepted subject to the approval of Parliament, and that it will be requisite that a clause to that effect should be inserted in any contract or contracts which may be entered into for the purposes in question.

— No: 7. —

THE Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 1 November 1867.

I BEG to inform you that, in conformity to your instructions, tenders have been called for, both in this country and in India, for the India and China Mail Packet Services.

For the services on this side Alexandria, and for a service between Aden and Yokohama, tenders were required to be sent in to this office.

For the Bombay and Suez service, and for a line between Calcutta and Yokohama (as an alternative route with that between Aden and Yokohama), the tenders were to be sent to the India Office.

The only tender which I received, with the exception of one from the Societa Anonima Italiana di Navigazione Adriatico Orientale, who offer to perform a weekly service between Brindisi and Alexandria for 15,000 *l.* a year, was the enclosed from the Peninsular and Oriental Company, offering to perform a complete service for 500,000 *l.* a year, under a contract for six years certain.

This tender provides for a weekly service—

1. Between Southampton and Alexandria,
2. Between Marseilles and Alexandria,
3. Between Bombay and Suez ;

and for a service every alternate week—

1. Between Suez and Hong Kong,
2. Between Hong Kong and Shanghai,
3. Between Shanghai and Yokohama,
4. Between Bombay and Galle,
5. Between Galle and Calcutta.

The rate of speed to be 10 knots an hour on the lines to and from Alexandria, and 9½ knots an hour on the lines eastward of Suez.

The vessels not to be subject to Admiralty survey.

The penalties and premiums to be as in the existing contract, or for an additional payment of 5,000*l.* per annum, the penalties may be made absolute.

There are a few minor stipulations introduced into the tender; and with regard to a line from Brindisi to Alexandria, the Company state that they will be

prepared to name terms for that line, if called upon by the Government at a future time.

The Secretary of State for India has informed me that no tender for any part of the service was received at the India Office.

Looking at the very large amount of the subsidy asked by the Peninsular and Oriental Company, I thought it advisable to see the chairman and managers of the Company, and to explain to them that I was not prepared to recommend your Lordships to sanction the payment of such a sum, and that I hoped they would be willing to make a lower offer.

In the course of our conversation they expressed their perfect readiness to have their books and accounts examined by any one I might appoint, by way of showing that their demand was reasonable, and I requested Mr. Scudamore to make this inspection.

Having formerly held the office of Receiver and Accountant General of the Post Office, he was well qualified for the business; and, as one of the assistant secretaries, he was in a position to avail himself of any opportunity which might present itself for bringing the Company to better terms.

Mr. Scudamore has performed this task with his usual ability, and I beg to lay before your Lordships the report which he has made to me on the subject.

In his interviews with the managing directors, he has ascertained that, if a contract be made for 12 instead of for six years, the Company would be willing to perform the service for 400,000 *l.* instead of 500,000 *l.* per annum, on condition that, when the fund of the Company accruing for dividend from all sources rises above the sum required for a dividend of eight per cent., the Post Office shall have one-fourth of the excess, and that, on the other hand, when the like fund, *from causes not within their control*, falls below the amount required for the payment of a six per cent. dividend, the subsidy shall be increased by the amount of the deficiency.

In the event of its being hereafter decided by Her Majesty's Government that the Indian, &c. mails shall be forwarded by the route of Brindisi, the Company will agree that the amounts to be added to the subsidy on the one hand for the additional line between Brindisi and Alexandria, and to be deducted, on the other side, for the abandonment of the postal service between Marseilles and Alexandria, shall be settled by arbitration.

All things considered, I am of opinion that these terms cannot be called unfavourable; and I recommend your Lordships to authorise me to accept them, and to prepare a contract in accordance with them.

It is right that I should add that the establishment of a weekly mail with India, instead of a mail four times a month, will involve the necessity for 13 voyages a year, instead of 12, being performed between Galle and Sydney. For the additional voyage the Company will be entitled, by the provisions of the contract of the 17th November 1865, to an additional payment of 10,000 *l.* a year, one-half of which will be borne by the Australian Colonies.

This additional payment could of course form no part of the negotiations which have taken place with the Company respecting the India and China Mail Services.

I have, &c.
(signed) Montrose.

The Lords Commissioners of the Treasury,
&c. &c. &c.

P.S.—I think it may be well that I should state that, in the event of your Lordships being of opinion that the offer of the Peninsular and Oriental Company should be accepted, but that, for the sake of economy, only 48 voyages in the year should take place between this country and Bombay, instead of 52, and only 24 voyages in the year between this country and China and Japan, instead of 26, the Company will be quite willing to perform this reduced service at the same mileage rate they have consented to take for the complete service, the other conditions of the arrangement agreed upon with Mr. Scudamore being preserved.

This will reduce the contemplated payment of 400,000 *l.* to 370,000 *l.* per annum. Or with the like conditions, they will continue to perform the exist-
ing

ing services (but with the addition of the line between Shanghai and Yokohama), at the same mileage rate. The cost to the department in this case would be about 330,000 *l.* a year, but I cannot recommend the adoption of this arrangement, as it would leave Bombay and the North West of India with only two mails a month, although it would cost the country 100,000 *l.* more than we are now paying.

Enclosure 1, in No. 7.

The Societa Anonima Italiana di Navigazione Adriatico Orientale to the
Secretary of the Post Office.

London, 44, Eastcheap, E.C.,
16 September 1867.

Sir,

WE have the honour to inform you, that by an agreement, dated 2nd January 1862, between the Italian Government and the Societa Anonima Italiana di Navigazione Adriatico Orientale, we are already under contract to carry the Italian mails from Brindisi to Alexandria, which service has continued without interruption since February 1863.

It has been arranged between the Italian Government and this Company that we should hand you the tender with which this is sent.

According to the circumstances above mentioned it becomes necessary to modify some of the conditions attached to your form of tender, but we trust that you will have no difficulty in agreeing to these modifications.

Article 7. As our vessels are already constructed, we trust that you will see no difficulty in accepting them, and we can at once, on demand, send you plans of our vessels.

Article 11. As we are bound by our Italian contract to carry the mails between Brindisi and Alexandria, we deem it necessary that in this condition after the words "or to discontinue the conveyance of mails to any port," the words "except between Brindisi and Alexandria" should be inserted.

Article 17. As we are bound to carry the mails for the Italian Government we find it necessary that the portion of this condition commencing "No mails to be conveyed" and to the end, should be expunged, and the following might be substituted, "Except the Italian mails and those of other nations or foreign colonies, to be carried by the contractors, by order of the Italian Government."

Article 19. We would always be glad to carry the passengers mentioned in this condition at any time when there might be room in the vessels, but could only "*be bound*" so to carry them on receipt of a week's notice, so that the necessary places might be reserved.

Our contract with the Italian Government would render the insertion of a clause to the following effect necessary:—

"In case of war between Italy and any other power, and in case the Italian Government should exercise their power according to Article 16 of the agreement between the said government and this Company, and suspend the service on their account, the Postmaster General shall have power during such war or such suspension of service to require the contractors, on reasonable notice being given to carry on the service by steamers to be hired for the purpose. The subvention to be paid in addition to that already agreed for every voyage so made shall be settled by agreement or arbitration.

We have, &c.

For the Societa Anonima Italiana di Navigazione
Adriatico Orientale,

To the Secretary of the
General Post Office, London.

(signed) *P. Delahaut*,
Administrator of the Company.

P.S.—We beg to inclose a copy of our law of concession.

TENDER for conveying HER MAJESTY'S MAILS between *Brindisi* and
*Alexandria (Egypt).**

Sir,

WE hereby offer to convey her Majesty's mails, by steam vessels, between Brindisi in Italy, and Alexandria in Egypt, and on the conditions marked A., once each way in each week,† for the sum of 15,000 *l.* per annum (fifteen thousand pounds).

If the time allowed for the voyage be reduced to‡ hours, instead of 83 hours, we shall then demand for the service‡ *l.* per annum.

We will agree to an abatement of 500 *l.* in the amount of the subsidy, on condition that the penalties for delay on the voyage, instead of being absolute, shall not be payable when it is proved to the satisfaction of the Postmaster General that the delay arose from causes beyond our control.

We will also agree to an abatement of † 500 *l.*, if, in lieu of conditions 6, 7, 8, and 9, the Postmaster General have merely power to require the withdrawal, from the service, of any vessel shown, by experience, to be unfit for its performance in the terms of the contract.

We will further agree to an abatement of ‡ *l.*, if not only this tender be accepted, but our tender also for the service between and

If the contract be made for six years certain, we will agree to a yearly abatement of 500 *l.* from the subsidy.

We propose as our sureties, in the penalty of 5,000 *l.*, Mr. Charles Mark Palmer, of Grinkle Park, Redcar, Yorkshire, and Mr. John Brough Palmer, of 12, Marlborough-place, London, N.W., and we refer you to the Newcastle Branch Bank of England,§ as persons of whom inquiry can be made as to the responsibility of such sureties.

We engage that the vessels shall be complete and ready for sea on the 1st January 1868; in failure of which we agree to pay to Her Majesty the sum of 10 *l.* for every day's delay beyond that time. And should the 6th, 7th, 8th, and 9th conditions be retained, we further engage that the hulls of the vessels shall be ready for survey on the 1st January 1868, and that the vessels shall be complete and ready for final survey on the 1st January 1868; in failure at either of which times we agree to pay to Her Majesty a like sum of 10 *l.* for every day's delay; but so that these penalties shall not in the aggregate exceed the sum of 5,000 *l.*

We agree to commence the service on the 1st February 1868; and should such service not be commenced on such day, or on the first day thereafter which the Postmaster General may fix as the day of sailing, we agree to pay to Her Majesty the sum of 100 *l.* for every day from that time until the said service shall be begun by us; but so that the whole amount of penalties for such failure shall not exceed 5,000 *l.*

And we agree to execute a contract for the performance of the said service, according to the said conditions marked A., subject to the modifications contained in the letter sent herewith.

We are, &c.

For Societa Anonima Italiana de Navigazione
Adriatico Orientale,

P. Delahaut, Administrator.

44, Eastcheap, London, and
42, Via Montebello, Florence.

The Secretary of the Post Office.

* All tenders must be addressed to the Secretary of the Post Office, with the words "Tender for the Conveyance of Mails between Brindisi and Alexandria" in the left-hand corner of the envelope. Other things equal, a preference will be given to a tender made upon this printed form and in exact accordance therewith. Even, however, when this form is used, the parties tendering may, in a separate letter, to be forwarded with the tender, suggest, for consideration, any alteration in the conditions or otherwise. The Postmaster General does not engage, irrespective of other considerations, to accept the lowest tender, nor does he engage to accept any tender.

† In order to admit of a tender being received for part of the service only, "fortnight" may here be substituted for "week."

‡ It is not compulsory to fill up these blanks.

§ In the case of Mr. C. M. Palmer, and to Messrs. Glyn, Mills, Currie & Co., of Lombard-street, London, in the case of Mr. J. B. Palmer.

CONDITIONS, referred to as marked A.

1. THE contractors to convey, during the continuance of the contract, Her Majesty's mails between Brindisi and Alexandria by steam vessels.

2. The mails must be conveyed from Brindisi to Alexandria, and from Alexandria to Brindisi in 83 hours.

3. Under the term "*Her Majesty's mails*," are to be comprehended all boxes, bags, or packets of letters, newspapers, books or printed papers, and all others articles transmissible by the post, without regard either to the place to which they may be addressed or to that in which they may have originated; also all empty bags, empty boxes, and other stores and articles, used or to be used in carrying on the Post Office service, which shall be sent by or to or from the Post Office.

4. A penalty of 500 *l.* to be incurred on each occasion when the contractors fail in providing a vessel, in accordance with their contract, ready to put to sea at the appointed time, and a further penalty of 100 *l.* for every day's failure in providing such a vessel after such appointed time; but so that these penalties shall not, in the aggregate, exceed the part of the subsidy applicable to a single voyage, plus the sum of 1,000 *l.* The contractors also to be subject to a penalty of 50 *l.* for every complete period of 12 hours consumed on any voyage, from whatever cause arising, beyond the number of hours allowed for the voyage; but so that the total amount of the last named penalty for delay on any one voyage shall never exceed the part of the subsidy applicable to such voyage.

5. The payment by the contractors of any penalties shall in no way prejudice the right of the Postmaster General to treat the failure to provide a proper vessel at the appointed time, or to perform a voyage at or within the appointed period, as a breach of the contract.

6. The contractors to supply, during the continuance of the contract, and to the satisfaction of the Postmaster General, a sufficient number of steam vessels of adequate power, and in all respects suited for the performance of the service between Brindisi and Alexandria within the time stipulated in the tender.

7. The Postmaster General to have power to require that the vessels to be used for the purposes of the contract shall be built on plans previously approved of by the Lords Commissioners of the Admiralty.

8. The vessels to be always supplied with all necessary and proper machinery, engines, apparel, furniture, stores, tackle, boats, fuel, lamps, oil, tallow, provisions, anchors, cables, fire pumps, and other proper means for extinguishing fire, lightning conductors, charts, chronometers, proper nautical instruments, and whatsoever else may be necessary for equipping the said vessels, and rendering them constantly efficient for the service to be performed. The vessels to be manned by legally qualified and competent officers, and by a sufficient crew of engineers, able seamen, and other men.

9. The vessels to be subject, at all times, to survey by officers in the employment of the Admiralty or Post Office, and any defect discovered on such survey to be immediately made good by the contractors; failing which, the vessel to be considered unfit for use, and the contractors to become liable to the penalties named in the 4th condition. The survey to extend not only to the vessels themselves, but to the officers, engineers, crew, machinery and everything which the contractors are bound to provide.

10. The days and hours of departure and arrival at each port to be fixed by the Postmaster General, and to be subject to alteration by him, from time to time, on a notice to the contractors of three months. The Postmaster General also to have power, by an order to the commander, to delay the departure of any vessel from any port, for a period not exceeding 24 hours.

11. On giving reasonable notice to the contractors, the Postmaster General to be at liberty to modify the service in yet more important matters; as, for example, to increase or decrease the frequency of the conveyance of mails between any of the ports, or to extend the conveyance of mails to other ports, or to discontinue the conveyance of mails to any port. The amount to be paid or deducted for any alteration to be settled by agreement, or failing that, by arbitration in the usual manner.

12. The contractors to provide, to the satisfaction of the Postmaster General, a separate and convenient place of deposit for the mails on board each vessel, and also a room for the purpose of sorting and making up the mails. The services of the crew to be given in the conveyance of the mails between the mail room and the sorting room.

13. Proper accommodation and mess to be provided for an officer of the Post Office in charge of the mails and to be employed in sorting them, together with an assistant. The officer to be victualled and otherwise treated as a chief cabin passenger, and the assistant as a fore cabin passenger; and, whilst the packet stays at any port to or from which the mails are conveyed, both to be allowed to remain on board.

Similar accommodation to be provided for additional officers and additional assistants, whenever required by the Postmaster General. The passage money for these additional persons to be paid for at the same rate as that charged for ordinary passengers of a similar kind.

14. At each port where the mails are to be delivered or received, the officer having charge of them shall, whenever he may deem it necessary, be conveyed to and from the shore, with or without the mails (as he may desire), in a suitable boat of not less than four oars, to be furnished with effectual covering for the mails, and to be properly manned and equipped.

15. The contractors and all commanding and other officers of the vessels which may be employed in the performance of the contract, and all agents, seamen, and servants of the contractors shall, at all times during the continuance of the contract, punctually attend to the orders of the Postmaster General, as to the mode, time, and place of embarking and disembarking mails.

16. Should the Postmaster General at any time deem it expedient to place the mails, or any part thereof, in the care of the commander of any vessel, such commander shall take charge of them, and be responsible for their due receipt and delivery. The commander shall also make the usual Post Office declaration, and furnish such journal, returns, and other information, and perform such other services, as the Postmaster General may, from time to time, require.

17. Except such letters as are not required by law to pass through the Post Office, the contractors not to receive, or permit to be received, for conveyance on board any of the vessels employed under the contract, any letters other than those contained in Her Majesty's mails. No mails must be conveyed on behalf of any colony or foreign country without permission of Her Majesty's Postmaster General; and the whole postage of every mail shall, under all circumstances, be at his disposal.

18. Every vessel which may have started, or which should have started, before the termination of the contract, must complete its voyage in like manner as if the contract remained in force.

19. The contractors, when so required, to be bound to convey from any one port of departure or call, to any other such port, any number of Government passengers, not exceeding eight of the first class, with their wives, children, and servants, two of the second class, with their wives and children, and four of the third class; such passengers with their families to be treated in no respect, whether as regards food, cabin, or other accommodation, or aught else, in a way inferior to that of ordinary passengers of the same class or that required by the Regulations of Her Majesty's Transport Service. The messing of the first and second class Government passengers to include each day an imperial pint of good sound bottled or draught ale or beer, and that of the first class, in addition, an imperial pint of good foreign wine, either port or white. The several classes of passengers to mess in separate places. Medical attendance, medicine and medical comforts to be provided, as also mess utensils and fittings, cooking utensils, articles for table use and mess places, fuel, lights, requisite articles of bedding, and all other necessities. Third class passengers to have hammocks or bunks (subject to the approval of the Naval authorities), placed between decks.

20. The passage money for Government passengers or their families to be the same as that charged by the contractors for ordinary passengers of a similar kind, and to include all the requisites specified in the 19th condition; and the freight of baggage according to Government scale. Whenever any alterations of rates for ordinary passengers may be made, the Postmaster General and the Lords Commissioners of the Admiralty to be immediately apprised of such alterations.

21. Returns of the embarkation and disembarkation of all Government passengers to be furnished to the Director of Transport Services immediately after the departure and arrival of each vessel.

22. Payments for passage money of Government passengers to be applied for by invoices according to a form to be obtained from the Office of the Director of Transport Services, and to be made upon the production, to the director, of the orders for the passages, together with a certificate, under the hand of the commanding officer, specifying the number of the third class passengers (men, women, and children) conveyed, with the ages and sexes of the latter, and stating the periods during which these have been regularly supplied, while on board, with provisions; and also of a certificate, under the hand of each first and second class passenger, of his or her having been landed at the place of destination, and of having been properly accommodated and messed during the voyage, and specifying the dates from and to which they were so messed, computed from the first to the last dinner meal.

23. The passage money for the wives and families of commissioned and civil officers, when not ordered to be conveyed at the public expense, to be paid to the contractors by the officers themselves.

24. In

24. In all cases where an officer in the civil, naval, or military service of Her Majesty, who may not be entitled to a passage at the public expense, shall require a passage on board any of the vessels employed in the performance of the contract, the contractors to be bound, when they have room, to provide such passage, in preference to private passengers, and to charge no higher rate for such passage than is chargeable for ordinary passengers.

25. The contractors to receive on board each of the vessels employed in the performance of the contract, and to convey, on behalf of the Admiralty, any small packages which may be ordered for conveyance; and also (on receiving from the Postmaster General, or his officers or agents, or from the British naval officer in command of the station, two days' previous notice) to receive on board any naval or other stores, not exceeding 10 tons weight, or 15 tons of 40 cubic feet each in measurement, at any one time, in any one vessel; and to convey and deliver such small packages and stores at the lowest rate of freight charged by the contractors for private goods; immediate notice being given to the Postmaster General and the Lords Commissioners of the Admiralty of any alteration in such rate of freight. The contractors to be in all cases responsible for the custody and safe and speedy delivery of the packages and stores.

26. The Postmaster General to be authorised to delegate any of his powers to such persons as he may deem fit to exercise them.

27. The contractors to make any arrangements which may be required relative to quarantine.

28. Except where otherwise specified, none of the duties enumerated in the foregoing conditions to give the contractors any claim to remuneration beyond the general subsidy.

29. Every sum of money forfeited by the contractors to be considered as stipulated or ascertained or liquidated damages, and to be payable whether any damage shall or shall not have been sustained by reason of the breach for which the penalty may be levied. The amount to be deducted by the Postmaster General out of any moneys then payable or which may thereafter become payable to the contractors; or, at his discretion, the payment thereof may be enforced, with full costs of suit.

30. The contract to continue in force until the expiration of a 24 calendar months' notice; to be given in writing at any time by either party.

31. The contract will not be binding until it has lain upon the Table of the House of Commons for one month, without disapproval, unless, previous to the lapse of that period, it has been approved of by a Resolution of the House.

32. Subject to deductions for penalties or otherwise, payments to be made quarterly at the General Post Office, out of moneys to be provided by Parliament.

33. All notices which the Postmaster General or any of his officers or agents are authorised to give, either to be delivered to the commander of any vessel of the contractors or to any officer or agent of the contractors in charge of any such vessel, or to be left at the office or last known place of business of the contractors.

34. The contractors not to assign, underlet, or dispose of the contract, or any part thereof, without the consent, in writing, of the Postmaster General.

35. In case of the breach of the 34th condition, or in case of a great or habitual breach of the contract of any other kind, the Postmaster General to have power, and that without previous notice, to terminate the contract; such termination not to give the contractors any claim to compensation.

36. In pursuance of the provisions of the Act 22 Geo. 3, c. 45, no Member of the House of Commons to be admitted to any share of the contract, or to any benefit arising therefrom.

37. For the due fulfilment of the contract, the contractors to enter into a bond, with two responsible sureties, to be named in their tenders, in the penalty of 5,000 £. Such penalty to be considered and recoverable as liquidated damages.

38. Should any dispute arise respecting the interpretation of any part of the contract to be framed on the basis of these conditions, the same to be settled by arbitration in the usual manner; and a submission to arbitration may be made a rule of court.

Enclosure 2, in No. 7.

The Peninsular and Oriental Steam Navigation Company to the Secretary of the Post Office.

Peninsular and Oriental Steam Navigation Company,
Offices, 122, Leadenhall-street, London, E.C.

Sir, 16 September 1867.

WITH reference to the public advertisements issued some months since inviting tenders for an extended and improved mail service between Southampton and Marseilles, and India, China, and Japan, I have the honour, by order of the Directors of the Peninsular and Oriental Steam Navigation Company, to submit the following tender for executing the same.

In submitting this tender, the Directors feel it necessary respectfully to request, that in the consideration of the same due regard may be had to the facts which they have already laid before Her Majesty's Government relative to this Company's position, and particularly in their letter addressed to the Postmaster General on the 15th February last, in their memorial to the Lords Commissioners of Her Majesty's Treasury, dated the 27th June last, and in a memorandum presented recently to the Right Honourable the Chancellor of the Exchequer, copies of which documents are herewith transmitted for more ready reference.

The lowest sum for which the Directors feel they can, with justice to their constituents, undertake the execution of this complete service is 500,000 *l.* (five hundred thousand pounds) per annum, and they are willing to perform it on a contract for six years certain.

Although the above sum may at first sight appear large, the Directors feel that a proper consideration of the following facts will show that it is as low as the extensive service required can reasonably be expected to be obtained for.

The cost of navigating the 1,313,780 miles involved in the required communication, including the sea risk, the necessary reserves for depreciation and repairs of the ships, and for a moderate dividend to the proprietors, is, as can be verified from the Company's books, about 40*s.* per mile.

The payment required for the mail service is only a fifth part of that amount; it is considerably less than half of the rate of subsidy received by their French competitors, the Messageries Imperiales Company; and, as the Directors are prepared to show, is not more than an adequate compensation for the additional expense and drawbacks incurred by its performance.

The service which the Directors are willing to undertake comprises the following lines, namely:

Between	Miles per Voyage.	Voyages.	Miles per Annum.
Southampton and Alexandria - - - -	5,902	× 52 =	306,904
Marseilles and Alexandria (<i>via</i> Messina) - -	2,820	× 52 =	146,640
Bombay and Suez - - - -	5,944	× 52 =	309,088
Suez and Hong Kong, not calling at Penang -	12,766	× 26 =	331,916
Hong Kong and Shanghai - - - -	1,740	× 26 =	45,240
Shanghai and Yokohama, calling at Nagasaki -	2,240	× 26 =	58,240
Bombay and Galle - - - -	1,822	× 26 =	47,372
Galle and Madras, and Calcutta - - - -	2,630	× 26 =	68,380
			1,313,780

In explanation of the foregoing table of voyages and distances, the Directors beg to state,

1st. That the services between Bombay and Point de Galle, and between Point de Galle and Madras and Calcutta, are required for two important objects

objects, namely, to enable the vessels to be kept in efficient working order by means of the company's extensive repairing establishments at Bombay and Calcutta, and especially to preserve the completeness of the system of commercial communication on which so large a proportion of the company's income depends, and that, therefore, their omission would necessitate a considerable increase of payment for the remaining parts of the work.

2nd. That Suez, and not Aden, is made the terminus of the China line for similar reasons. To terminate that line at Aden would render it valueless as regards the conveyance of passengers and cargo, and would consequently throw the whole cost of its maintenance on a postal subsidy. There are also means of repairing accidents, &c., at Suez, but none at Aden.

3rd. That no offer is made for the alternative Mediterranean line *vid* Brindisi, but that the directors will be prepared to name terms for that line if called upon by the Government at a future time, and after trial of the new and direct route by the Straits of Messina.

4th. That no tender is submitted for a line between Calcutta and Yokohama, because there would be little or no commercial traffic, and consequently it could only be undertaken on terms much higher than they ask for that *vid* Galle; besides on a comparison of the time which would be required for transmitting the China and Japan mails overland *vid* Bombay and Calcutta, and that proposed to be occupied in their transmission *vid* Galle, the directors believe the balance would be found in favour of the latter route.

5th. The company's tender is based on the omission of the obligation to touch at Penang, and on not being compelled to remain longer at Singapore than 12 hours of daylight. The delay caused by the stoppages at these places not only retards the course of the China and Japan Mails, but subjects this company to a very serious disadvantage in competing with their French rivals, who, not being liable to such delay, effect their passages in a shorter time, and thereby divert from this company a large amount of valuable freight.

There is already in existence a monthly communication, *vid* Calcutta, with Penang, which will no doubt be considered sufficient for a place of such small commercial importance.

Subject to the foregoing and the following modifications and exceptions, the directors agree to execute a contract for the performance of the said complete service according to the enclosed printed conditions marked (A).

1st. The service to be worked on a time-table based on a rate of speed of 10 knots per hour on the lines to and from Alexandria, and $9\frac{1}{2}$ knots per hour on all the lines eastward of Suez.

A time-table based on these rates of speed would show that, under ordinary circumstances, the inward mails, *vid* Marseilles, would arrive in London four days before the dispatch from London of the next outward mails, thus affording to Manchester, Liverpool, Glasgow, Dublin, and all the other important seats of commerce throughout the United Kingdom, the opportunity of replying to letters by the following outward dispatch, and any acceleration of these rates, it is submitted, would be of no practical utility, while it would considerably enhance the cost of the service.

2nd. The system of penalties for delay, and premiums for arriving before time to be the same as in the existing contracts, but if it be required to make the penalties absolute, the directors will agree to the same on an additional payment of 5,000 £. per annum.

3rd. The sums named above are also calculated on the understanding that in lieu of Conditions 6, 7, 8, and 9, the Postmaster General shall have "merely power to require the withdrawal from the service of any vessel shown by experience to be unfit for its performance in the terms of the contract," subject to the provisions of the existing agreement sanctioned by your letter, dated 13th February 1866.

4th. The definition of the term "Her Majesty's Mails" (*see* Condition 3), to be altered so as to comprehend only all articles transmissible by the post under the *existing* regulations of the Post Office; the amount to be added or deducted from the subsidy for any alteration, enlargement, or contraction of these regulations to be settled by agreement, or failing that, by arbitration in the usual manner.

5th. The quantity of baggage, whether bulk or weight (*see* Clause 20), to be conveyed free of freight for any Government passenger to be the same as that conveyed free for an ordinary passenger of the same class, and the freight on the extra baggage of a Government passenger to be the same as the freight payable on extra baggage by an ordinary passenger.

6th. As regards the conveyance of Admiralty packages and Admiralty or Post Office stores (*see* Clause 25) after the words "for private goods," the words "of a similar character and description" to be inserted.

The Directors will be prepared to commence the complete service on the 1st February 1868.

The Secretary of
the General Post Office.

I have, &c.
(signed) C. W. Howell,
Secretary.

The Peninsular and Oriental Company and the India and China Postal Service.

MEMORANDUM for the Chancellor of the Exchequer.

THE Directors of the Peninsular and Oriental Company consider that they have reason to complain of the manner they have been dealt with in reference to the offer which they made for a temporary performance of the service on the invitation of the Postmaster General.

Their offer was denounced in the House of Commons, and consequently to the public at large, as exorbitant and inadmissible, without any notice of the explanatory facts submitted in support of it.

A proper consideration of these facts will, they feel confident, show that the payment of 10 s. per mile for the general service, and 7 s. 6 d. per mile for the Suez and Bombay service, is neither exorbitant nor unreasonable.

1st. Although the terms required may appear high when compared with the very low rate at which the service is performed under the existing contracts, it ought to be borne in mind that the present rate (as the directors have placed on record in their letter to the Postmaster General, dated 15th February last) has been altogether inadequate to compensate for the extra expenditure caused by it, as well as the diminution of the principal source of their income—their freight and passenger traffic, caused by the conditions of the contracts.

As one item of extra expense, may be mentioned that of coals, caused by the high speed and expensive class of vessels required, which the directors estimate at 200,000 l. per annum.

2nd. That the cost of the Company's navigation is nearly 40 s. per mile, leaving after deduction of even the 10 s. (considered exorbitant), three-fourths of that cost to be obtained from freight and passage money, sources now being much reduced by the competition of the French Company.

3rd. That the 10 s. per mile is scarcely more than half the rate of subsidy paid by the French Government to that company with which the Peninsular and Oriental Company have to compete, and that is only 6 d. per mile above that paid by the British Government to the West India Mail Company, namely 9 s. 6 d. per mile for a service in which the cost of fuel and other items of expense are very considerably less than those required for the performance of the India and China service.

4th. That the annual income required to enable the Peninsular and Oriental Company to cover its expenditure, and to yield a moderate dividend to its shareholders, is about two millions and a half sterling, and that therefore the amount they receive for the postal service is but a small proportion of this sum.

5. That the company, with a view to place it in a perfectly efficient condition to undertake the contemplated extended postal service with India and the East, have expended a large amount (about half a million), of their capital in providing vessels of a superior class, and that therefore they consider, taking this circumstance and the loss hitherto sustained by the postal service into consideration, it has a prior claim

to

to employment, both as to the temporary and more permanent performance of the service on reasonable terms.

6th. That in proof of their requiring no more than a reasonably proportionate compensation for the service, they are willing to submit their books, with full particulars of their income and expenditure, to the inspection of any competent persons the Government may appoint to examine and report thereon.

Also, that in the event of a contract for a series of years being made, the company will agree to a like inspection periodically with a view to reduction of the postal subsidy whenever the profits of the company may admit of it.

And that they will subject themselves to the risk of such contract being disapproved by the House of Commons.

(signed) C. W. Howell, Secretary,
Peninsular and Oriental Steam Navigation
Company.

122, Leadenhall-street,
21 August 1867.

TENDER for conveying *HER MAJESTY'S MAILS* between *Southampton* and
Alexandria (Egypt).

CONDITIONS referred to as marked (A.)

1. THE contractors to convey, during the continuance of the contract, Her Majesty's mails between Southampton and Alexandria by steam vessels; such vessels to call on the voyage, in both directions, at Gibraltar and Malta.

2. The mails must be conveyed from Southampton to Alexandria and from Alexandria to Southampton in 300 hours, exclusive of stoppages, the duration of which shall be fixed by the Postmaster General.

3. Under the term "*Her Majesty's Mails*" are to be comprehended all boxes, bags, or packets of letters, newspapers, books or printed papers, and all other articles transmissible by the post, without regard either to the place to which they may be addressed or to that in which they may have originated; also all empty bags, empty boxes, and other stores and articles, used or to be used in carrying on the Post Office service, which shall be sent by or to or from the Post Office.

4. A penalty of 500 *l.* to be incurred on each occasion when the contractors fail in providing a vessel, in accordance with their contract, ready to put to sea at the appointed time, and a further penalty of 100 *l.* for every day's failure in providing such a vessel after such appointed time; but so that these penalties shall not, in the aggregate, exceed the part of the subsidy applicable to a single voyage, plus the sum of 1,000 *l.* The contractors also to be subject to a penalty of 50 *l.* for every complete period of 12 hours consumed on any voyage, from whatever cause arising, beyond the number of hours allowed for the voyage; but so that the total amount of the last-named penalty for delay on any one voyage shall never exceed the part of the subsidy applicable to such voyage.

5. The payment by the contractors of any penalties shall in no way prejudice the right of the Postmaster General to treat the failure to provide a proper vessel at the appointed time, or to perform a voyage at or within the appointed period, as a breach of the contract.

6. The contractors to supply, during the continuance of the contract, and to the satisfaction of the Postmaster General, a sufficient number of steam vessels of adequate power, and in all respects suited for the performance of the service between Southampton and Alexandria within the time stipulated in the tender.

7. The Postmaster General to have power to require that the vessels to be used for the purposes of the contract shall be built on plans previously approved of by the Lords Commissioners of the Admiralty.

8. The vessels to be always supplied with all necessary and proper machinery, engines, apparel, furniture, stores, tackle, boats, fuel, lamps, oil, tallow, provisions, anchors, cables, firepumps, and other proper means for extinguishing fire, lightning conductors, charts, chronometers, proper nautical instruments, and whatsoever else may be necessary for equipping the said vessels, and rendering them constantly efficient for the service to be performed. The vessels to be manned by legally qualified and competent officers, and by a sufficient crew of engineers, able seamen, and other men.

9. The vessels to be subject, at all times, to survey by officers in the employment of the Admiralty or Post Office, and any defect discovered on such survey to be immediately made good by the contractors; failing which, the vessels to be considered unfit for use, and the contractors to become liable to the penalties named in the 4th condition. The survey to extend not only to the vessels themselves, but to the officers, engineers, crew, machinery, and everything which the contractors are bound to provide.

10. The days and hours of departure and arrival at each port to be fixed by the Postmaster General, and to be subject to alteration by him, from time to time, on a notice to the contractors of three months. The Postmaster General also to have power, by an order to the commander, to delay the departure of any vessel from any port, for a period not exceeding 24 hours.

11. On giving reasonable notice to the contractors, the Postmaster General to be at liberty to modify the service in yet more important matters; as, for example, to increase or decrease the frequency of the conveyance of mails between any of the ports, or to extend the conveyance of mails to other ports, or to discontinue the conveyance of mails to any port. The amount to be paid or deducted for any alteration to be settled by agreement, or failing that, by arbitration in the usual manner.

12. The contractors to provide, to the satisfaction of the Postmaster General, a separate and convenient place of deposit for the mails on board each vessel, and also a room for the purpose of sorting and making up the mails. The services of the crew to be given in the conveyance of the mails between the mail-room and the sorting-room.

13. Proper accommodation and mess to be provided for an officer of the Post Office in charge of the mails and to be employed in sorting them, together with an assistant. The officer to be victualled and otherwise treated as a chief-cabin passenger, and the assistant as a fore-cabin passenger; and, whilst the packet stays at any port to or from which the mails are conveyed, both to be allowed to remain on board. Similar accommodation to be provided for additional officers and additional assistants, whenever required by the Postmaster General. The passage-money for these additional persons to be paid for at the same rate as that charged for ordinary passengers of a similar kind.

14. At each port where the mails are to be delivered or received, the officer having charge of them shall, whenever he may deem it necessary, be conveyed to and from the shore, with or without the mails (as he may desire), in a suitable boat of not less than four oars, to be furnished with effectual covering for the mails, and to be properly manned and equipped.

15. The contractors and all commanding and other officers of the vessels which may be employed in the performance of the contract, and all agents, seamen, and servants of the contractors, shall, at all times during the continuance of the contract, punctually attend to the orders of the Postmaster General, as to the mode, time, and place of embarking and disembarking mails.

16. Should the Postmaster General at any time deem it expedient to place the mails, or any part thereof, in the care of the commander of any vessel, such commander shall take charge of them and be responsible for their due receipt and delivery. The commander shall also make the usual Post Office declaration, and furnish such journal, returns, and other information, and perform such other services, as the Postmaster General may, from time to time, require.

17. Except such letters as are not required by law to pass through the Post Office, the contractors not to receive, or permit to be received, for conveyance on board any of the vessels employed under the contract, any letters other than those contained in Her Majesty's mails. No mails must be conveyed on behalf of any colony or foreign country without permission of Her Majesty's Postmaster General; and the whole postage of every mail shall, under all circumstances, be at his disposal.

18. Every vessel which may have started, or which should have started, before the termination of the contract, must complete its voyage in like manner as if the contract remained in force.

19. The contractors, when so required, to be bound to convey from any one port of departure or call, to any other such port, any number of Government passengers, not exceeding eight of the first class, with their wives, children, and servants, four of the second class, with their wives and children, and 10 of the third class; such passengers with their families to be treated in no respect, whether as regards food, cabin, or other accommodation, or aught else, in a way inferior to that of ordinary passengers of the same class or that required by the regulations of Her Majesty's Transport Service. The messing of the first and second class Government passengers to include each day an imperial pint of good sound bottled or draught ale or beer, and that of the first class, in addition, an imperial pint of good foreign wine, either port or white. The several classes of passengers to mess in separate places. Medical attendance, medicine and medical comforts to be provided, as also mess utensils and fittings, cooking utensils, articles for table use and mess places, fuel, lights, requisite articles of bedding, and all other necessaries. Third-class passengers to have hammocks or bunks (subject to the approval of the naval authorities), placed between decks.

20. The passage-money for Government passengers or their families to be the same as that charged by the contractors for ordinary passengers of a similar kind, and to include all the requisites specified in the 19th condition; and the freight of baggage according to Government scale, which is shown in the Regulations of Her Majesty's Transport Service. Whenever any alterations of rates for ordinary passengers may be made, the Postmaster General and the Lords Commissioners of the Admiralty to be immediately apprised of such alterations.

21. Returns

21. Returns of the embarkation and disembarkation of all Government passengers to be furnished to the Director of Transport Services immediately after the departure and arrival of each vessel.

22. Payments for passage-money of Government passengers to be applied for by invoices according to a form to be obtained from the office of the Director of Transport Services, and to be made upon the production, to the director of the orders for the passages, together with a certificate, under the hand of the commanding officer, specifying the number of the third class passengers (men, women, and children) conveyed, with the ages and sexes of the latter, and stating the periods during which these have been regularly supplied, while on board, with provisions; and also of a certificate, under the hand of each first and second class passenger, of his or her having been landed at the place of destination, and of having been properly accommodated and messed during the voyage, and specifying the dates from and to which they were so messed, computed from the first to the last dinner meal.

23. The passage-money for the wives and families of commissioned and civil officers, when not ordered to be conveyed at the public expense, to be paid to the contractors by the officers themselves.

24. In all cases where an officer in the civil, naval, or military service of Her Majesty, who may not be entitled to a passage at the public expense, shall require a passage on board any of the vessels employed in the performance of the contract, the contractors to be bound, when they have room, to provide such passage, in preference to private passengers, and to charge no higher rate for such passage than is chargeable for ordinary passengers.

25. The contractors to receive on board each of the vessels employed in the performance of the contract, and to convey, on behalf of the Admiralty, any small packages which may be ordered for conveyance; and also (on receiving from the Postmaster General, or his officers or agents, or from the British naval officer in command of the station, two days' previous notice) to receive on board any naval or other stores, not exceeding 10 tons weight, or 15 tons of 40 cubic feet each in measurement, at any one time, in any one vessel; and to convey and deliver such small packages and stores at the lowest rate of freight charged by the contractors for private goods; immediate notice being given to the Postmaster General and the Lords Commissioners of the Admiralty of any alteration in such rate of freight. The contractors to be in all cases responsible for the custody and safe and speedy delivery of the packages and stores.

26. The Postmaster General to be authorized to delegate any of his powers to such persons as he may deem fit to exercise them.

27. The contractors to make any arrangements which may be required relative to quarantine.

28. Except where otherwise specified, none of the duties enumerated in the foregoing conditions to give the contractors any claim to remuneration beyond the general subsidy.

29. Every sum of money forfeited by the contractors to be considered as stipulated or ascertained or liquidated damages, and to be payable whether any damage shall or shall not have been sustained by reason of the breach for which the penalty may be levied. The amount to be deducted by the Postmaster General out of any moneys then payable, or which may thereafter become payable, to the contractors; or, at his discretion, the payment thereof may be enforced, with full costs of suit.

30. The contract to continue in force until the expiration of a 24 calendar months' notice; to be given in writing at any time by either party.

31. The contract will not be binding until it has lain upon the Table of the House of Commons for one month, without disapproval, unless, previous to the lapse of that period, it has been approved of by a Resolution of the House.

32. Subject to deductions for penalties or otherwise, payments to be made quarterly at the General Post Office, out of moneys to be provided by Parliament.

33. All notices which the Postmaster General or any of his officers or agents are authorized to give, either to be delivered to the commander of any vessel of the contractors, or to any officer or agent of the contractors in charge of any such vessel, or to be left at the office or last known place of business of the contractors.

34. The contractors not to assign, underlet, or dispose of the contract, or any part thereof, without the consent, in writing, of the Postmaster General.

35. In case of the breach of the 34th condition, or in case of a great or habitual breach of the contract of any other kind, the Postmaster General to have power, and that without previous notice, to terminate the contract; such termination not to give the contractors any claim to compensation.

36. In pursuance of the provisions of the Act 22 Geo. 3, c. 45, no Member of the House

House of Commons to be admitted to any share of the contract, or to any benefit arising therefrom.

37. For the due fulfilment of the contract, the contractors to enter into a bond, with two responsible sureties, to be named in their tenders, in the penalty of 10,000 *l.* Such penalty to be considered and recoverable as liquidated damages.

38. Should any dispute arise respecting the interpretation of any part of the contract to be framed on the basis of these conditions, the same to be settled by arbitration in the usual manner; and a submission to arbitration may be made a rule of Court.

Enclosure 3, in No. 1.

MEMORANDUM of Mr. *Scudamore*.

1. THE Managers of the Peninsular and Oriental Company having suggested that it might be satisfactory to the "Post Office if some examination of their books were made, with a view of seeing that the Company could not afford to make a lower offer for the conveyance of the India and China Mails than that which has been received from them," I have, in obedience to the Postmaster General's desire, placed myself in communication with them, and have gone fully into the whole matter.

2. They have exhibited to me the estimates which they caused to be framed for the purpose of enabling the Board of Directors to make their tender for the services; they have enabled me to test the accuracy of those estimates, by comparing them with the actual transactions of past years, and they have given to me, unreservedly, all the information for which I have thought it necessary to ask.

3. Although, as I shall presently have to show, the Company are now willing to accept a lower sum than that which they at first demanded, it is only fair to them that I should at once state my conviction, that in asking the sum of 500,000 *l.* they did not intentionally ask for an excessive sum. No man of business who had looked at the matter from their point of view (and when they made the tender, they could have but one point of view) would have asked less than 500,000 *l.*, and if they now are willing to take less, it is only because I have been enabled to put before them certain circumstances which have justified their change of opinion.

4. I have compiled, and forward herewith, an abstract of their very elaborate estimates of the expenditure which they will have to incur on, and the revenue which will accrue from, the services for which they tender.

5. These estimates tally very closely with actual past transactions, and they are moreover so full of minute details, that no one who examines them could suppose them to be anything else than the genuine work of an accountant striving to set clearly before his employers the real state of their business.

6. The abstract which I have prepared shows an estimated expenditure of 2,073,291 *l.* on, and an estimated revenue from, those services (irrespective of subsidy) of 1,621,184 *l.* If these estimates were correct, the required subsidy of 500,000 *l.* would, after making up the difference between revenue and expenditure, viz., 452,107 *l.*, have left only 47,893 *l.* for dividend, which would be at the rate of rather less than 2 per cent. on the capital proper to the services. In the first year indeed, even this small dividend would not be realised, inasmuch as the fund applicable to it would be reduced by about 17,500 *l.*, the estimated expense of placing on the Bombay and China lines the additional ships required for the additional services.

7. On reviewing these statements, however, the Directors came to the conclusion that if trade with the East were to revive, the Company might be expected to benefit in a fair proportion to the increased means of communication, and on this account they added to their estimated revenue the sum of 58,100 *l.* In arriving at this amount, they calculated that 26 trips to and from China would produce no more than 25 trips are now producing, and that 52 trips

to and from Bombay would produce no more than 50 trips are now producing.

They also added to their estimate of revenue a sum of 50,000 *l.* for probable increase of specie freight, and lastly they added to it a sum of 40,000 *l.* on account of sums credited in their books to the Australian line, but really due to the Calcutta and Suez services. These several additions brought their total estimate of revenue up to 1,769,284 *l.* The addition of 500,000 *l.* to this total estimate of revenue would have enabled them to cover their estimated expenditure and pay a dividend at the rate of 7 per cent.

8. Under these circumstances, and looking at the matter in the light in which it must then have presented itself to them, it must be allowed that there was nothing unreasonable in their proposition.

As they were tendering for a service which was to last for six years only, and as they must have been apprehensive that towards the close of the six years further efforts would be made to bring rival companies into the field against them, they could hardly have been expected to sit down content with less than 7 per cent. of dividend. They had indeed good reason to think that unless they could reckon upon a 7 per cent. dividend, they would be unable to accomplish their undertaking; for the contemplated additions to the existing services require the employment of additional capital, and they had good reason to think that they would have much difficulty in obtaining additional capital from their shareholders or the public for a service which might terminate in six years, if they could not hold out the hope of at least a 7 per cent. dividend during that period.

9. But, while I perceived that so long as a service of six years only was in contemplation, it was impossible for me to impugn the accuracy and propriety of their estimates, I was convinced, and am happy to have succeeded in convincing them, that if a longer term of years could be granted to them they would be in a position to grant more favourable terms to us. Of course little or no argument was needed to prove that if the term during which we were to contribute towards their dividend were extended, the amount of our contribution towards that dividend might be proportionately reduced.

It seemed to me also, and I think they are now inclined to agree with me, that in view of an extension of the term of the contract, their estimates of expenditure and revenue might be favourably modified. Their general expenditure during the past year has been largely increased by the increase in the cost of coals, the freight of which to the depôts in the East has risen in proportion to the difficulty which the shippers of the coals have experienced in finding freights for the vessels on their homeward voyages. The extent to which the Company's expenditure has been affected by this circumstance may be gathered from the fact, that whereas the average annual cost of the coals consumed in the Company's ships in the five years to the 30th September 1866, was 506,600 *l.*, the cost of the like coals in the year ended the 30th September 1867, has been 572,000 *l.*

In view of a contract for six years only, they have calculated their future cost of coals in accordance with recent prices, but in view of a longer term it is of course possible for them to reckon upon some reduction of cost under this head. Again, in their estimate of revenue they have made no allowance for increase arising out of growth of trade with the East. They have made some allowance for that which will accrue from the increased means of communication which they are about to afford, but not for that which must follow from increase in the business transactions between this country and the East. It will be obvious that the necessity for some such allowance must be proportioned to the length of the term over which their contract is to extend. Again, their total estimate of revenue, after modification, included 100,000 *l.* only for freight of specie. This sum, though very much above that which they have obtained from specie freight in the last year, is very much below their average earnings from this source during the last 10 years. They have obtained from this source in the year to the 30th September last, only 33,000 *l.*, but their average annual earnings in the 11 years to the same date, have been 216,000 *l.*, whilst in the 10 years to the 30th September 1866, they were 235,000 *l.* During this latter period of years there were several fluctuations in the amount of specie freight. It reached its highest point (383,000 *l.*) in the year 1857,

and its lowest (93,000 *l.*) in the year 1865. I see no reason to suppose that it will remain at a dead level of 100,000 *l.* during the coming 10 years, and though in view of a contract for six years only, the Company have been unwilling to reckon upon a larger sum. they are ready to admit that the chance of increase must improve with the extension of term.

10. Under all these circumstances, they will be willing, if the contract with them be for 12, instead of 6 years, to abate one-fifth of their claim, and to take 400,000 *l.* instead of 500,000 *l.* The effect of this abatement to us may thus be best shown: If we pay them 400,000 *l.* per annum for 12 years, we shall, at the close of that term, have paid them 4,800,000 *l.* If we pay them what they have asked, viz., 500,000 *l.* for six years, we shall, at the close of that term, have paid them 3,000,000 *l.* The difference between 4,800,000 *l.* and 3,000,000 *l.*, viz., 1,800,000 *l.* if spread over six years, is at the rate of 300,000 *l.* a year; so that the payment to them of 4,000,000 *l.* for 12 years would be equivalent to paying them 500,000 *l.* for the first six, and 300,000 *l.* (a drop of two-fifths) for the next six years.

Looking to the extent and nature of the service, I cannot imagine for one moment that if we were to pay 500,000 *l.* for six years we should have any chance of reducing the subsidy by two-fifths at the end of that time, but we may convert chance (if there be any) into certainty, and make sure of the reduction by agreeing to 400,000 *l.* for 12 years.

11. I endeavoured, but without success, to induce the Directors to accept a lower sum than 400,000 *l.* They pointed out, and I was forced to admit that, if their less hopeful estimates of revenue and expenditure were realised and my more hopeful estimates were not realised, they would not obtain a 4 per cent. dividend even with a subsidy of 400,000 *l.*, and they declare that they should have no chance, with no better prospect than that before them, of getting in the additional capital which they require for the additional services.

12. They will accept 400,000 *l.* only on condition of being able to hold out to their shareholders the prospect of a secure 6 per cent. dividend upon their capital, but on the other hand, they are willing to give the department a share in the advantages which they may derive from improving trade.

With this view, they will agree that when the fund accruing for dividend from all sources rises above the sum required for a dividend of 8 per cent., the Post Office shall have one-fourth of the excess, provided that when the like fund, *from causes not within their control*, falls below the amount required for the payment of a 6 per cent. dividend, the subsidy shall be increased by the amount of the deficiency.

13. It is my impression that in the course of 12 years this arrangement will be profitable to the department. I have obtained from the Company a statement of the rates of dividend paid by them in each year from 1841 up to the present time, and it shows that they have never paid less than 7 per cent. until the present year, which, for the reasons which I have given, has been specially disastrous to them.

In the six years ending on the 30th September 1866, their average annual rate of dividend was 10½ per cent., so that if the arrangement which I have described had been in operation in those years we should have had an annual dividend from the Company of more than a half per cent. on the capital employed by them in our service. This would have been equivalent to a reduction of from 12,000 *l.* to 14,000 *l.* from the amount of the subsidy.

14. The principle of this arrangement has already been adopted by the department, and sanctioned by the Treasury in the case of the contractors for the conveyance of the mails between Holyhead and Kingstown.

These contractors affirmed:

1st. That they could not build and run with the required speed the boats which were deemed necessary for the maintenance of swift and secure communication with Ireland unless they had a gross revenue from all sources of 121,000 *l.*

2ndly. That their earnings from passengers and freight would not exceed 35,000 *l.* a year, and,

3rdly. That

3rdly. That as a matter of course the Post Office must pay the remaining 86,000 *l.* a year.

It was then arranged that the Post Office should pay the sum required, but that if the receipts of the contractors from traffic rose above 35,000 *l.*, the Post Office should receive half the excess. The Post Office has regularly shared in the improved trade of the contractors, and now obtains from this source an abatement of about 4,000 *l.* a year from the subsidy.

15. Now, under the arrangement which I propose for the Peninsular and Oriental Company, the payment to the Company by the Post Office would be less than one-fifth of the total income of the Company. The payment to the Kingstown and Holyhead Company was, at the outset, more than two-thirds of the whole income of the Company.

The contract with the Peninsular and Oriental Company would be for 12 years certain; that with the Kingstown and Holyhead Company was practically for 14 years certain.

The arrangement with the Peninsular and Oriental Company would have the effect of securing to that Company, after allowing 5 per cent. for insurance, and 5 per cent. for depreciation, a dividend of 6 per cent.; the arrangement with the Kingstown and Holyhead Company was intended to secure to that Company, after allowing 6 per cent. for insurance, and 5 per cent. for depreciation, a dividend of 5 per cent. The combined allowance* under the three heads of insurance, depreciation, and dividend, would be exactly the same in both cases.

16. The same motives of policy which justified the arrangement in the case of the Kingstown and Holyhead Company seem to warrant it in the case of the Peninsular and Oriental Company. In each case what the nation wants is a secure, regular, and rapid communication. In each the revenue from traffic falls short, and must fall short, of the sum required to keep up the communication and pay a moderate dividend on the capital employed. In each case, if the deficiency be not made good by the Government, the secure, regular, and rapid communication must cease.

17. It may be well to carry the parallel a little further. We do not expect to make the Kingstown and Holyhead service self-supporting. We do not speak of—indeed we hardly ever think of—the postal loss on the service. We do not call the payment to the contractors a subsidy. When we think of the loss, which is but seldom, we regard it as the cost of keeping up communication with Ireland, and are content to defray it out of the profit accruing from other services.

18. I must think that we ought to deal in a like spirit with the contractors for the Ocean lines, and, to keep to the case in point, that we should regard the postal loss on the services performed by the Peninsular and Oriental Company as the cost of keeping up communication with the East. The Parliamentary Committee of last year appear to have been of this opinion, when they wrote the following paragraph of their Report:—

“Your Committee cannot assent to the doctrine that interests so important from every point of view, whether political, social, or commercial, as those which connect the United Kingdom with the largest and most valuable possessions of the Crown, should be prejudiced by an insufficient postal service, because the establishment of an efficient service might leave an apparent loss of no great magnitude to be borne by the two countries. They submit that a question of profit and loss, within reasonable bounds, is a consideration entitled to little weight in the case of so important a postal service as that between England and India.”

19. Following out this view, it would seem that in dealing with Ocean services, the Post Office has only two questions to consider; first, what is the nature of the service that the nation requires; and, second, what is the proper price to pay for it.

In the case of the communication with the East, Parliament has openly declared

* *i. e.* 16 per cent. on capital in both cases.

clared in favour of a more frequent and equally regular and rapid communication; the Post Office has ascertained that one Company only will undertake the maintenance of that communication, and I think I may also claim to say that it has ascertained, with a reasonably close approximation to accuracy, the proper price to pay for it. For the proper price must in every such case be that which, taken together with the revenue from traffic, will cover the working expenses and give a moderate dividend on capital.

20. It is impossible to obtain good service on any other terms. The question cannot be dealt with on commercial principles, because the conditions of the postal service compel the contractors to disregard commercial principles. If they were guided solely by commercial principles, the Peninsular and Oriental Company would not sail as many ships in the dull as in the brisk season; would not sail on fixed days, when by sailing a little sooner or a little later they could secure a good freight; would not go at full speed when half speed would serve their turn; and would build no bigger and no better ships than their trade absolutely required.

For the sake of keeping up such a communication with the East as the nation requires, they must set commercial principles at defiance; and, cost what it may, the nation must either pay them what they lose thereby or forego the communication.

21. I believe that if the arrangement which I have sketched out be adopted, it will be fair to the Post Office and to the Company. I think that the maximum payment to the Company will be 400,000 *l.*, for I do not believe that their dividend fund will ever fail to produce 6 per cent. But, as no more than 26,000 *l.* are needed to produce 1 *l.* per cent. of dividend, it will follow that if the dividend fund would only yield 5 per cent., we should have to pay 426,000 *l.*, and that if it would only yield 4 per cent. we should have to pay 452,000 *l.* We should not have to pay 500,000 *l.*, the sum which they asked at first, unless their dividend fund would only yield 2 *l.* per cent. I believe, however, that, as a rule, we should share profit with them, and that our share would range from 12,000 *l.* to 25,000 *l.* per annum. If my view be correct, our payment to them would not be 400,000 *l.* per annum, but from 388,000 *l.* to 375,000 *l.* per annum.

22. They would of course allow an annual inspection of their books by the accountant of the department, but, independently of this, as the shareholders would have three-fourths, and we only one-fourth, of the excess of profits, the shareholders would take care of our interests while they took care of their own.

23. Assuming, however, that we were regularly to pay 400,000 *l.* per annum, to the Company, and to pay for incidental expenses of the services the sum of 20,645 *l.*, we should have, after deducting that portion of the cost which is chargeable to conveyance of Australian correspondence between this country and Galle, viz., 50,633 *l.*, a total cost of 370,012 *l.* for the India, China, and Mediterranean services, and as a set-off to this we should have postage to the amount of 174,353 *l.*, so that the difference between the expenditure and the revenue, or, in other words, the cost of keeping up communication with the East, would be 195,659 *l.* That cost is at present 82,000 *l.*, so that the increase of cost would be 113,659 *l.*, for which increase of cost we should get the improved service of a weekly mail to Bombay, and a fortnightly mail to China and Japan. This total loss would have to be divided in a manner to be arranged hereafter between the Imperial and Local Governments.

24. In the event of the arrangement which I have described being approved, the Peninsular and Oriental Company will be prepared, at the proper time, to tender for a service between Brindisi and Alexandria, and to consider of some abatement for the abandonment of the postal service between Marseilles and Alexandria. In the event of any difference with the department they will agree to arbitration. They will also complete their tenders in accordance with the conditions.

25. The payment of 400,000 *l.* to them will be at the rate of 6 *s.* 1 *d.* per mile. They have been paid at the rate of 4 *s.* 6 *d.* per mile, and they have asked us for about 7 *s.* 9 *d.* per mile. In agreeing to take 6 *s.* 1 *d.*, they have agreed to take a mean between their present rate and their last demand. I strongly

strongly recommend that an arrangement be made with them on the basis which I have described. If it be made it is clear that it must be wholly between them and us, and not partly between them and us, and partly between them and the Indian Government. It is obvious that the nature of the arrangement would be an insuperable bar to the division of the contract.

(signed) *F. I. Scudamore.*

26 October 1867.

— No. 8. —

The Secretary to the Treasury to the Postmaster General.

My Lord Duke,

Treasury Chambers, 2 November 1867.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you that my Lords have had before them your Grace's Report of the 1st instant relating to the tenders which have been received for the performance of the India and China Mail Packet Services.

I am desired to call your Grace's attention to the paragraph in the letter which conveys the tender of the Peninsular and Oriental Steam Navigation Company, in which they intimate "that the services between Bombay and Point de Galle, and Point de Galle and Madras and Calcutta, are required for two important objects, namely, to enable the vessels to be kept in efficient working order by means of the Company's extensive repairing establishments at Calcutta and Bombay, and especially to preserve the completeness of the system of commercial communication, on which so large a proportion of the Company's income depends, and that therefore their omission would necessitate a considerable increase of payment for the remaining parts of the work."

I am to request that your Grace will inquire from the chairman and managers of the Company, what deduction they would be prepared to make in their tender for the remaining services if those lines were omitted.

I have, &c.

(signed) *George Ward Hunt.*

His Grace the Postmaster General.

— No. 9. —

The Secretary to the Treasury to Mr. *H. Merivale.*

Sir,

Treasury Chambers, 2 November 1867.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to transmit to you the enclosed copies of a Report from the Postmaster General, and its enclosures, relating to the tenders which have been received for the performance of the India and China Mail Packet Service, and I am to request that, in laying the same before the Secretary of State for India in Council, you will observe to Sir Stafford Northcote, that the offer of the Peninsular and Oriental Steam Navigation Company embraces lines between Bombay and Galle, and Galle, Madras, and Calcutta, for which lines no tender was called for, and which do not appear to their Lordships to be of consequence to Imperial interest.

I am to request that my Lords may be informed whether, having regard to Indian interests, the Secretary of State for India in Council is desirous of seeing such services or either of them established. No tender having been

received from any party for the projected line between Calcutta and Yokohama, calling at Hong Kong and Shanghai, it will be for the Secretary of State in Council to consider whether the conveyance of correspondence between India and China should be provided for by both or either of the lines above mentioned, or whether other arrangements in that behalf should be made by the Government of India, such as those alluded to in your letter to this Board of the 5th of October 1866.

H. Merivale, Esq., C.B.

I am, &c.
(signed) *George Ward Hunt.*

— No. 10. —

The Secretary to the Post Office to the Secretary to the Treasury.

Sir,

General Post Office, 4 November 1867.

IN the absence of the Postmaster General, I have the honour to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that, in accordance with the instructions conveyed in your letter of the 2nd instant, I have communicated with the managing directors of the Peninsular and Oriental Steam Navigation Company, and have ascertained that the Company would not be able to make any deduction from the amount of their subsidy in the event of their steamers between Bombay and Point de Galle, and between Point de Galle and Madras and Calcutta, not being used for postal purposes.

The Company repeat that, for other than postal purposes, those lines must be continued, and that the earnings of the vessels employed upon them for the conveyance of passengers and cargo have been taken into account in estimating the income of the Company, and in fixing what portion of such income must be looked for from the conveyance of the mails.

So far as the Point de Galle, Madras, and Calcutta service is concerned, the statement of the Company agrees with what was stated in Mr. Howell's letter to this department, dated 3rd February 1862, printed at page 246 of the Appendix to the Report of the Select Committee on East India Communication.

George Ward Hunt, Esq., M.P., &c. &c.,
Treasury.

I have, &c.
(signed) *J. Tilley.*

— No. 11. —

The Secretary to the Post Office to the Secretary to the Treasury.

Sir,

General Post Office, 8 November 1867.

I AM directed by the Postmaster General to inform you that, acting under his Grace's instructions, Mr. Scudamore has again communicated with the Directors of the Peninsular and Oriental Company, who have agreed that, in the event of the arrangement proposed in his memorandum of the 26th ultimo being adopted, and of its being necessary at any time for the Post Office to make up the dividend of the Company to the stipulated rate of 6 per cent., the Post Office shall not in any case be required to pay more than 500,000 £., that being the amount of subsidy for which the Company at first asked.

Mr. Scudamore has already given his reasons for thinking that the maximum payment to the Company during the term of the contract will be 400,000 £., and that on the average it will fall below that sum. I see no reason to doubt the accuracy of that opinion, but I think that the consent of the Directors to the proposed limitation is valuable, inasmuch as it will remove any doubts or apprehensions

hensions which may exist with regard to the security of the proposed arrangement, and will make it absolutely certain that, under no circumstances of declining trade or loss by war or tempest, will the Post Office be required to pay more than the sum originally asked by the only Company which has offered to undertake the service.

G. W. Hunt, Esq., M.P., &c. &c.,
Treasury.

I am, &c.
(signed) *J. Tilley.*

— No. 12. —

The Secretary to the Treasury to Mr. *H. Merivale.*

Sir,

Treasury Chambers, 14 November 1867.

I AM directed by the Lords Commissioners of Her Majesty's Treasury, to transmit to you the enclosed copies of letters from the Secretary to the Post Office, dated 4th and 8th instant, and to request that you will inform the Secretary of State for India in Council that Her Majesty's advisers have decided to accept the offer of the Peninsular and Oriental Company contained in the letter of his Grace the Postmaster General, of the 1st instant.

Your attention has already been called to the fact that this offer contemplates the entering into one contract for the whole service, and that it therefore involves a departure from the original proposal, that the services east of Suez should be contracted for by the Secretary of State.

My Lords therefore request that you will move the Secretary of State in Council to give his formal assent on the part of the Indian Government to the acceptance of the offer in question, it being understood that the proportion in which the loss is to be borne by the two Governments will form the subject of an arrangement between this Board and the India Office.

My Lords desire me to add that they have reason to believe that the Peninsular and Oriental Company will assent to the insertion of a clause in the contract enabling Her Majesty to buy or charter the vessels of the Company in the interest of the public service.

H. Merivale, Esq.,
&c. &c. &c.

I am, &c.
(signed) *George Ward Hunt.*

— No. 13. —

The Secretary to the Treasury to the Postmaster General.

My Lord Duke,

Treasury Chambers,
14 November 1867.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to inform your Grace that Her Majesty's advisers have decided on accepting the offer of the Peninsular and Oriental Company, as set forth in the letter from your department of the 1st and 8th instant; and I am to request that your Grace will lose no time in the preparation of the contract.

My Lords desire me to add that they would wish to see it in draft.

The Postmaster General,
&c. &c. &c.

I am, &c.
(signed) *George Ward Hunt.*

— No. 14. —

(919. S.)

The Secretary to the Post Office, to the Secretary to the Treasury.

Sir,

General Post Office, 16 November 1867.

WITH reference to your letter of the 14th instant, conveying authority for the acceptance of the offer of the Peninsular and Oriental Steam Navigation Company, for the conveyance of the India, China, and Japan Mails, I am directed by the Postmaster General to submit for the approval of the Lords Commissioners of the Treasury a draft Contract * for that service.

The clauses in this draft having reference to the conveyance of Government passengers are in accordance with the conditions laid down in the printed form of tender approved of by the Lords Commissioners on the 15th of March last, except that, as stipulated for by the Company in the letter which accompanied their tender, the quantity of baggage, whether bulk or weight, to be conveyed free of freight is to be the same as that conveyed free for an ordinary passenger of the same class.

You will perceive that, in accordance with your verbal suggestions, a Clause (39) has been introduced for the purpose of binding the Company to keep their accounts of capital, revenue, and expenditure as they now keep them, and to make provision for the insurance of their ships to the same extent, and in the same manner, as at present.

I am also to enclose a memorandum showing the amount which it is estimated that India and other Colonies should contribute towards the cost of the new service, and a memorandum showing the improvement which will be effected in the postal communication with India after the establishment of a weekly service to the Port of Bombay.

George Ward Hunt, Esq. M.P.,
Treasury.

I have, &c.
(signed) J. Tilley.

* The draft is in all essentials the same as the contract which has been executed and which has been presented.

Enclosure 1, in No. 14.

AN ESTIMATE of the Sums which should be contributed towards the Cost of keeping up the Communication between this Country and *India, China, Japan, Ceylon*, and the *Mauritius*, by the Imperial Government and by the Colonies benefiting by such Communication.

	£.
Payment under contract with Peninsular and Oriental Company - -	400,000
Deduct such portion of that amount as is chargeable to the conveyance of Australian Mails between this country and Galle and along the Inter-colonial lines - - - - -	50,633
	349,367
Add, for incidental expenses - - - - -	20,645
Leaving a sum of - - - - -	£. 370,012

chargeable to the conveyance of correspondence between this country and India, China &c.

This

This cost is thus distributed among the several sections of the Service :—

L I N E S.	C o s t.
	£.
Between United Kingdom and Alexandria - - - - -	115,524
Between Suez and Bombay - - - - -	94,106
Between Suez and Galle - - - - -	31,080
Between Galle, China, and Japan - - - - -	77,056
Between Bombay and Galle - - - - -	12,891
Between Galle, Madras, and Calcutta - - - - -	18,710
	349,367
Incidental Expenses - - - - -	20,645
£.	370,012

The Imperial Government will have to contribute thus:—

For the conveyance of the correspondence with India, China, &c. between this country and Alexandria, and for the conveyance of the Mediterranean correspondence along the same lines - - - - -	£.
For the conveyance of Indian correspondence between Suez and Bombay - - - - -	70,603
For the conveyance of correspondence between Suez and Galle - - - - -	47,053
For the conveyance of correspondence between Suez and Galle - - - - -	15,541
For the conveyance of correspondence between Galle and China - - - - -	39,227
	172,424
And one moiety of the incidental expenses - - - - -	10,323
In all - - - - - £.	182,747
In aid of which it would collect sea postage to the amount of - - - - -	85,815
So that the loss to the Imperial Government on correspondence with India, China, &c. would be - - - - - £.	96,932

The Indian Government would have to contribute—

For the lines between the United Kingdom and Alexandria - - - - -	£.
For the line between Suez and Bombay - - - - -	37,264
For the line between Galle and China, &c. - - - - -	47,053
For the line between Bombay and Galle - - - - -	4,912
For the line between Galle and Calcutta - - - - -	7,212
	12,269
	108,710
And for incidental expenses - - - - -	8,343
In all - - - - - £.	117,053
In aid of which it would collect sea postage to the amount of - - - - -	62,782
And would thus sustain a loss of - - - - - £.	54,271

The correspondence with Ceylon should be charged—

For the lines between this country and Alexandria - - - - -	£.
For the line between Suez and Galle - - - - -	1,730
For the line between Bombay and Galle - - - - -	3,510
For the line between Galle and Calcutta - - - - -	1,058
For the line between Galle and Calcutta - - - - -	1,637
And for incidental expenses - - - - -	450
	8,385
The correspondence produces, in sea postage - - - - -	2,383
So that there would be a Loss of - - - - - £.	6,002

Which might be met either by raising the postage, or by requiring a payment-in-aid from the Colonial Government.

The correspondence to the Mauritius should be charged—

	£.
For the lines between this country and Alexandria - - - - -	1,250
For the line between Suez and Galle - - - - -	2,537
For the line between Bombay and Galle - - - - -	1,053
For the line between Galle and Calcutta - - - - -	1,380
And for incidental expenses - - - - -	329
In all - - -	6,549
The correspondence produces, in sea postage - - - - -	1,308
So that there would be a Loss of - - - £.	5,241

Which might be met either by raising the postage, or requiring a payment-in-aid from the Colony.

The correspondence with China and Japan should be charged—

	£.
For the lines between this country and Alexandria - - - - -	4,677
For the line between Suez and Galle - - - - -	9,492
For the lines between Galle and China and Japan - - - - -	32,917
For the line between Bombay and Galle - - - - -	3,568
For the line between Galle and Calcutta - - - - -	3,424
And for incidental expenses - - - - -	1,200
In all - - - £.	55,278
The correspondence produces in sea postage - - - - -	22,065
So that there would be a loss of - - - £.	33,213

The postage could not be raised to meet this loss. There are no means at present of separating Hong Kong correspondence from the mass, so that no idea can be formed of the sum which that Colony should contribute; but the sum would assuredly be small.

The total loss on the India and China services, or in other words, the cost of keeping up communication with the East, would be thus distributed:—

	£.
To the Indian Government (certainly) - - - - -	54,271
To the Imperial Government (certainly) - - - - -	96,932
To correspondence with Ceylon - - - - -	6,002
To correspondence with the Mauritius - - - - -	5,241
To correspondence with China - - - - -	33,213

The Imperial Government would certainly have to bear the greater part of the loss on correspondence with China; but if 10,000 £. could be obtained in aid from the Mauritius, Ceylon, and Hong Kong, then—

	£.
The Imperial Government would pay - - - - -	131,888
The Indian Government would pay - - - - -	54,271
And the Colonies of Ceylon, Mauritius, and Hong Kong would pay - - -	10,000
Towards a cost of - - - £.	195,659

At present the Imperial Government and Indian Government divide a cost of 82,000 £. between them, the Colonies of Ceylon, Hong Kong, and Mauritius paying nothing, so the arrangement described in this Paper would cause the Imperial Government to pay 90,000 £. per annum more than it now pays, the Indian Government to pay 13,000 £. more than it now pays, and the three Colonies to pay 10,000 £. for the first time.

The data upon which this Estimate has been prepared are insufficient, and the Estimate must be considered as giving only approximate results. The principle adopted throughout has been that each portion of the cost be divided rateably amongst the correspondence, for the benefit of which the cost is incurred.

Enclosure 2, in No. 14.

A STATEMENT showing the Improvement which will be effected in the Postal Communication between this Country and *India*, if a Weekly Service be substituted for a Service four times per Month, and if *Bombay* be the only Port of Arrival and Departure in *India*, for the Mails between this Country and *India*.

	Between this Country and Calcutta Direct.	Between this Country and Calcutta, <i>viâ</i> Bombay.	Between this Country and Madras Direct.	Between this Country and Madras, <i>viâ</i> Bombay.	Between this Country and Bombay Direct.	Between this Country and Bombay, <i>viâ</i> Calcutta.
	<i>Days.</i>	<i>Days.</i>	<i>Days.</i>	<i>Days.</i>	<i>Days.</i>	<i>Days.</i>
Time now required for the transmission of India Mails, <i>viâ</i> Marseilles.	34	29	30	30	24	39

We have communication with India at present four times a month, twice *viâ* Calcutta and twice *viâ* Bombay, and therefore the foregoing Table may be read thus :—

Calcutta has four mails per month with this country, of which two require 34 days and two 29 days for transmission ; Madras has four mails per month with this country, of which each requires 30 days for its transmission, whilst Bombay has practically only two mails per month, of which each requires 24 days for its transmission. For the Table shows that if letters for Bombay be sent *viâ* Calcutta, say, for instance, on the 10th day of a month, they will not reach their destination until seven days after the time at which they will reach it, if they be kept over for the mail of the 18th of that month. This being the case, letters for Bombay and the northwest of India which are posted in the United Kingdom in time for transmission by a mail *viâ* Calcutta, are, even when they are specially addressed to go by that mail, kept over until the next following mail to Bombay. There are now in this office more than 1,000 letters which were posted in time for the mail *viâ* Calcutta of the 10th instant, and of which some were specially addressed to go by that mail, but which have been retained here for the mail of the 18th instant, in order that their delivery in Bombay may be accelerated.

	Between this Country and Calcutta.	Between this Country and Madras.	Between this Country and Bombay.
	<i>Days.</i>	<i>Days.</i>	<i>Days.</i>
Time which will be required for the transmission of mails <i>viâ</i> Marseilles, if Bombay be the sole port of arrival and departure.	29	30	24

Thus, even if the frequency of the communication be not increased, two of the four mails with Calcutta will be improved to the extent of five days each, and no injury will be done to the Madras mails, whilst the mails with Bombay will be doubled. But if a weekly service be substituted for a service four times a month, then :—

	Which now has in the Year	Will have in the Year
Calcutta - - - - -	24 mails of 34 days, and 24 mails of 29 days.	52 mails of 29 days.
Madras - - - - -	48 mails of 30 days -	52 mails of 30 days.
and		
Bombay - - - - -	24 mails of 24 days -	52 mails of 24 days.

“ The superiority of Bombay as a point of arrival and departure for Indian mails, even before the completion of the railways between Bombay and Calcutta, and Bombay and Madras, has been pointed out by the Select Committee on East India Communications.” (pages v and vi of their Report), by Lord Canning, by the Director General of the Post Office of India in the years 1860, 1861, *vide* pages 231 to 234, 241 to 244, and by the Director General of the Post Office of India in 1865, *vide* pages 280 to 282 of the Appendix to the Report of that Committee.

— No. 15. —

The Secretary to the Treasury to Mr. *H. Merivale*.

Sir,

Treasury Chambers, 16 November 1867.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to transmit to you, for the consideration of the Secretary of State for India in Council, the enclosed draft of the Contract which it is proposed to enter into with the Peninsular and Oriental Steam Navigation Company, for the conveyance of mails to India and China, which has been received this day from the Postmaster General; and I am desired to state that my Lords would wish to learn Sir Stafford Northcote's views thereupon with as little delay as possible.

I am also desired to transmit to you herewith, for the information of the Secretary of State, a copy of certain statements which have been prepared at the Post Office relating to the mails in question.

H. Merivale, Esq., C.B.,
&c. &c. &c.

I am, &c.
(signed) *George Ward Hunt*.

— No. 16. —

The Secretary to the Treasury to Mr. *W. G. Romaine*.

Sir,

Treasury Chambers, 16 November 1867.

I AM directed by the Lords Commissioners of Her Majesty's Treasury, to transmit to you herewith a draft of a Contract which it is proposed to enter into with the Peninsular and Oriental Steam Navigation Company for the conveyance of mails to India and China, which has been received this day from the Postmaster General, and I am to request that in laying the same before the Lords Commissioners of the Admiralty you will move their Lordships to favour this Board with their remarks thereupon at as early a date as possible.

W. G. Romaine, Esq., C. B.,
&c. &c. &c.

I am, &c.
(signed) *George Ward Hunt*.

— No. 17. —

Mr. *W. G. Romaine* to the Secretary to the Treasury.

Sir,

Admiralty, 19 November 1867.

I HAVE received and laid before my Lords Commissioners of the Admiralty your letter of the 16th instant, forwarding a draft of the proposed contract with the Peninsular and Oriental Steam Navigation Company for the conveyance of the mails to India and China.

My Lords see no objection to the terms of the contract, with the exception that they consider that the conveyance, free of charge, of small packages of clothing, books, or instruments, should be retained under proper restrictions, as it has proved a great boon to the officers on distant stations.

The Secretary of the Treasury,
&c. &c. &c.

I am, &c.
(signed) *W. G. Romaine*.

— No. 18. —

The Secretary of State for India to the Secretary to the Treasury.

Sir,

India Office, 19 November 1867.

I AM directed by the Secretary of State for India in Council to acknowledge the receipt of your letters of the 14th and 16th instant, transmitting a draft of the Contract which it is proposed to enter into with the Peninsular and Oriental Steam Navigation Company for the conveyance of the mails to India and China; and also a statement prepared in the Post Office relative to the question of what portion of the expense involved shall be defrayed from the Indian revenues, and what portion from the Imperial Treasury.

In reply, I am directed to express the assent of the Secretary of State in Council to the terms of the proposed Contract, and to add that he approves of the arrangements for the division of the expenditure indicated in the Post Office statement.

The Secretary,
Treasury Chambers.

I am, &c.
(signed) *Clinton.*

— No. 19. —

The Secretary to the Treasury to the Postmaster General.

My Lord Duke,

Treasury Chambers, 19 November 1867.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to inform your Grace that they have communicated the draft Contract with the Peninsular and Oriental Steam Navigation Company, enclosed in Mr. Tilley's letter of the 16th instant to the Board of Admiralty, and to the Secretary of State for India in Council.

The concurrence of the Indian Government has been signified by the Secretary of State. Their Lordships of the Admiralty see no objection to the terms of the Contract, with the reservation that they think that the privilege that officers now enjoy, of sending packages free of charge, should be retained.

My Lords are of opinion that the question of the retention of such a privilege should be considered independently of the terms of the Contract with the Peninsular and Oriental Company, and that further delay upon that account is unnecessary.

They are therefore pleased to authorise your Grace to proceed to the execution of the Contract as soon as possible.

His Grace the Postmaster General.

I have, &c.
(signed) *George Ward Hunt.*

MAIL SERVICES (INDIA AND CHINA).

COPY of further CORRESPONDENCE relating to the
Conveyance of *MAILS* to *India* and *China* (in
continuation of Parliamentary Paper, No. 405,
of Session 1867).

(*Mr. Hunt.*)

Ordered, by The House of Commons, to be Printed,
19 November 1867.

1.

Under 4 oz.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S
CONTRACT.

RETURN to an Order of the Honourable The House of Commons,
dated 21 November 1867;—for,

COPY “of TREASURY MINUTE on the subject of the CONTRACT with the
PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY, recently
presented to Parliament by Command of Her Majesty.”

Treasury Chambers, }
21 November 1867. }

GEORGE WARD HUNT.

COPY of TREASURY MINUTE, dated 20 November 1867.

My Lords refer to the Resolution of the House of Commons of the 24th July
1860, relating to Mail Packet Contracts.

They have directed correspondence to be laid before the House, which suffi-
ciently sets forth the grounds upon which they have proceeded in authorising
the Contract for the Conveyance of Mails to India and China, recently presented
to Parliament by Command of Her Majesty.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY'S
CONTRACT.

COPY of TREASURY MINUTE on the subject of
the CONTRACT with the PENINSULAR and
ORIENTAL STEAM NAVIGATION COMPANY,
recently presented to Parliament by Command
of Her Majesty.

(*Mr. Hunt.*)

Ordered, by The House of Commons, to be Printed,
21 November 1867.



Contract of 19th November 1867.

EAST INDIA CHINA AND JAPAN MAILS.

Presented to the House of Commons by Command of Her Majesty.

Articles of Agreement made this Nineteenth day of November 1867 between the Most Noble James Duke of Montrose Her Majesty's Postmaster-General for the time being of the one part and the Peninsular and Oriental Steam Navigation Company of the other part Witness that the Company for themselves their successors and assigns hereby covenant with the Postmaster-General his executors administrators successors and assigns Her Majesty's Postmasters-General for the time being in manner following (that is to say) :—

Definition of term
" mails."

1. For all the purposes of these presents the term " mails " shall be understood to comprehend all boxes bags or packets of letters newspapers books or printed papers and all other articles which under the existing regulations of the Post Office are transmissible by the post without regard either to the place to which they may be addressed or to that in which they may have originated and all empty bags empty boxes and other stores and articles used or to be used in carrying on the Post Office service which shall be sent by or to or from the Post Office.

Power to modify
regulations as to
articles transmissible
by post.

2. If at any time the Postmaster-General shall desire to modify the existing regulations as to articles transmissible by the post either by prohibiting the transmission by the post of the articles which are now transmissible thereby or by authorizing the transmission by the post of articles which are not now transmissible thereby he shall be at liberty so to do on giving reasonable notice to the Company and in case the effect of such modification shall be to diminish the burden of the services herein-after agreed to be performed a deduction shall be made from the annual subsidy herein-after stipulated to be paid to the Company and in case the effect of such modification shall be to increase the burden of the services herein-after agreed to be performed an addition shall be made to such subsidy and the amount of such deduction or addition as the case may be shall be settled

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[Price 2d.]

by agreement between the Postmaster-General and the Company or failing agreement by arbitration in manner herein-after provided.

Company to provide vessels.

3. The Company will at all times during the continuance of this agreement or so long as the whole or any part of the services hereby agreed to be performed ought to be performed in pursuance thereof provide keep seaworthy and in complete repair and readiness for the purpose of conveying as herein-after provided all Her Majesty's mails which shall at any time and from time to time by the Postmaster-General or any of his officers or agents be required to be conveyed as herein-after provided on all the routes specified in the table hereunder written a sufficient number of good substantial and efficient steam vessels of adequate power and speed and supplied with first-rate appropriate steam engines and in all respects suited to the performance of the services herein agreed to be performed within the respective times herein stipulated.

Vessels to be furnished with machinery, tackle, &c.

4. The vessels to be provided under this Agreement shall be always furnished with all necessary and proper tackle stores oil tallow fuel provisions machinery engines anchors cables boats fire pumps and all other proper and requisite means for extinguishing fire lightning conductors charts chronometers proper nautical instruments and all other furniture and apparel and whatsoever else may be requisite and necessary for equipping the said vessels and rendering them constantly efficient for the said services and manned with competent officers with appropriate certificates granted pursuant to the Act 17 & 18 Victoria cap. 104. or to the Act or Acts in force for the time being relative to the granting certificates to officers in the Merchant Service and also with competent engineers and a sufficient crew of able seamen and other men and with a competent surgeon to be subject to the approval of the Postmaster-General.

And manned with certificated officers, &c.

And a medical officer, &c.

Also a small steamer at Bombay.

5. The Company shall land and embark the mails at Bombay by means of a small steam vessel and accordingly the Company shall in addition to the vessels herein-before mentioned provide a small steamer which shall be kept at Bombay in complete repair and ready for landing and embarking the mails.

Vessels unfit to be withdrawn when required.

6. If Her Majesty's Postmaster-General shall consider any of the Company's vessels unfit for the conveyance of mails he may by writing under his hand or under the hand of the Secretary or one of the Assistant Secretaries of the Post Office require the said Company to show cause why such vessel should not be withdrawn from the service and unless within six weeks after such requisition the said Company shall show cause to the contrary to the satisfaction of the said Postmaster-General he may at any time after the expiration of the said period of six weeks by writing under his hand or under the

hand of the Secretary or one of the Assistant Secretaries of the Post Office declare such vessel to be unfit for the conveyance of mails and after such declaration shall have been made it shall not be lawful for the said Company to employ such vessel in the performance of this Contract And in order to determine whether the said Postmaster-General shall be justified in declaring any vessel unfit for the conveyance of mails or whether the said Company shall be able to show cause to the contrary a special examination shall be made of the hull and machinery of any such vessel by such person or persons as may be selected for that purpose by the Postmaster-General.

Equipments officers
and crew may be
inspected.

7. The equipments officers engineers and crew of each vessel when such vessel is in any British port shall be subject at all times to the inspection of the said Postmaster-General or of such other person or persons as he shall at any time or times authorize to make such inspection.

Speed.

8. The Company shall convey the said mails at a speed which on the average of each voyage of each vessel shall be not less than 10 knots per hour on the routes west of Alexandria and not less than nine and a half knots per hour on the routes east of Suez.

Departure and arrival,
&c. of vessels.

9. One of such vessels shall on such days of the week and at such hours as the Postmaster-General shall appoint and immediately after the mails are embarked put to sea from touch and arrive at the several ports or places respectively mentioned in the table here under written and all such vessels shall convey the said mails as mentioned in such table and all the stipulations matters and things therein contained shall form part of this Agreement and be observed and performed by the Company accordingly And the Company shall convey in such vessels to and from and cause to be delivered and received at such of the ports or places mentioned in the said table from or at which the said vessels are to start touch and arrive in the performance of this Agreement all such mails as shall or may be tendered or delivered to or received by the Company or any of their agents officers or servants by or from the Postmaster-General or any of his officers or agents.

Power to delay de-
parture of vessels.

10. Should it be deemed by the Postmaster-General his officers or agents requisite for the public service that any vessel to be employed under this Agreement should at any time or times delay her departure from any port from which the mails are to be conveyed under this Agreement beyond the period appointed for her departure therefrom the Postmaster-General his officers or agents shall have power to order such delay (not however exceeding 24 hours) by letter addressed by him or them to the master of any such vessel or person acting as such and which shall be deemed a sufficient authority for such detention.

Also to alter times of departure and arrival.

11. If at any time or times the Postmaster-General shall desire to alter the particular days times or hours of departure from and arrival at any of the ports or places to or from which Her Majesty's mails are to be conveyed under this Agreement he shall be at liberty so to do on giving three calendar months notice in writing of such his desire to the Company provided such alterations do not necessitate an increase of speed.

Power to otherwise modify services.

12. If at any time or times the Postmaster-General shall desire otherwise to modify the services hereby agreed to be performed (as for example to increase or decrease the frequency of the conveyance of mails between any of the ports or places to or from which such mails are to be conveyed under this Agreement or to extend the conveyance of such mails to any other ports or places not specified in this Agreement or to discontinue the conveyance of such mails to or from any port or place specified in this Agreement) he shall be at liberty so to do and in particular (and not so as to qualify the generality of this clause) he shall be at liberty to substitute Brindisi for Marseilles as one of such ports on giving reasonable notice to the Company and on paying to them for such increased or extended services such further consideration and in the event of the services hereby agreed to be performed being reduced on his paying to them such reduced consideration as may in either of such cases be mutually agreed upon between the Company and the Postmaster-General or failing such mutual agreement by arbitration in the manner herein-after provided.

Altered times of departure and arrival to be observed.

13. The particular days times and hours of departure from and arrival at any of such ports or places or other services (if any) which may be appointed by any alteration under the two preceding clauses or either of them shall for the time being be deemed to be the days times and hours of departure and arrival of mails and other services under this Agreement and shall be observed and kept by the Company accordingly.

Penalty for delay.

14. If the Company shall fail to deliver Her Majesty's mails at any port at which the same ought to be delivered in pursuance of this Contract for 24 hours or more after the time at which the same ought to be delivered according to the provisions of this Contract which shall for the time being be in force then and in every such case the Company shall forfeit and pay to Her Majesty Her heirs and successors the sum of 50% for every complete period of 24 hours during which the delivery of such mails shall be delayed beyond the time at which the same ought to be delivered as aforesaid Provided always that the payment of any such penalty as aforesaid shall not be enforced against the Company if it be shown by them to the satisfaction of the Postmaster-General that the delay has arisen from causes over which they the Company had not and could not have had any control.

Premium for acceleration.

15. If the Company shall deliver Her Majesty's mails at any port at which the same ought to be delivered in pursuance of this Contract 24 hours or more before the time at which the Company is bound to deliver the same according to the provisions of this Contract which shall for the time being be in force then and in every such case Her Majesty's Postmaster-General shall pay to the Company a premium of 25% for every complete period of 24 hours by which the delivery of such mails shall have been accelerated as aforesaid.

Allowances for monsoon months.

16. Provided always and it is hereby declared that any extra time to be allowed during the seasons of the south-west and north-east monsoons shall be taken into account in all questions relating to penalties but shall not be taken into account in any question relating to premiums.

Penalty for failure to provide vessel.

17. If the Company fail to provide an efficient vessel at any of the several ports or places at which such vessel ought to be provided in accordance with the terms of this Agreement ready to put to sea on and at the appointed day and hour then and so often as the same shall happen the Company shall forfeit and pay unto Her Majesty Her heirs and successors the sum of 500% and also the further sum of 100% for every successive 24 hours which shall elapse until such vessel actually proceeds to sea on her voyage in pursuance of this Agreement provided always that the total amount of the penalties last aforesaid shall not in the aggregate exceed the part of the subsidy of 400,000% herein-after made payable to the Company which shall be applicable to the voyage in respect of which default shall have been made by a sum greater than the sum of 1,000%.

As to naval officer.

18. The Company shall whenever required by the Postmaster-General so to do receive and allow to remain on board of each of the said vessels while employed in the performance of this Agreement on any route east of Suez and also while remaining at Suez or at any port or place east of Suez and whether such vessel shall be with or without mails on board an officer in Her Majesty's Navy to be appointed by the Postmaster-General to take charge of the said mails and also a servant of such officer (if required) and every such officer shall be recognized and considered by the Company their officers agents and seamen as the agent of the Postmaster-General in charge of mails and as having full authority in all cases to require a due and strict performance of this Agreement on the part of the Company their officers servants and agents and to determine (so far as relates to the levying of penalties) every question whenever arising relative to proceeding to sea or putting into harbour or the necessity of stopping to assist any vessel in distress or to save human life and the decision of such officer as aforesaid shall in every such case be final and binding on the Company unless the Postmaster-General on appeal by the Company thinks proper to decide otherwise provided however that the words "to deter-

" mine every question " shall not confer upon such officer the power of control over the commander of the vessel conveying the said mails.

As to civil officer.

19. On the routes west of Alexandria the said mails shall be under the charge of a civil officer in the service of the Postmaster-General and if the Postmaster-General at any time or times thinks fit so to do he shall be at liberty on the routes east of Suez to substitute for such naval officer a civil officer in the service of the Postmaster-General to have charge of the said mails and thereupon and in every case whether east of Suez or west of Alexandria in which a civil officer shall be appointed to be in charge of mails such last-mentioned officer shall be received and be allowed to remain on board each of the said vessels as herein-before provided with respect to any such naval officer but when any civil officer in the service of the Post Office shall be in charge of the said mails his duties shall be confined to the Post Office business.

Accommodation for naval and civil officers.

20. A suitable first-class cabin with appropriate bed bedding and furniture shall at the cost of the Company be provided and appropriated by them for the exclusive use and accommodation of every such naval or civil officer and every of the said officers shall be victualled by the Company as a chief cabin passenger without any charge either for his passage or victualling.

Sorters to be conveyed and accommodated if required.

21. The Company shall also receive and allow to remain on board each of the said vessels while employed in the performance of this agreement and also while remaining at any port or place and whether such vessels shall be with or without mails on board in addition to the officer in charge of the mails such a number of officers of the said Postmaster-General as shall be reasonably required for the purpose of sorting and making up the mails conveyed or to be conveyed by such vessel and shall provide suitable accommodation and victualling for such additional officers either as chief cabin passengers or as fore cabin passengers at the option of the said Postmaster-General.

As to mail and sorting rooms.

22. The Company shall at their own cost provide on each of the vessels to be employed under this Agreement a separate and convenient room for the convenient and secure deposit of the mails under lock and key and shall also at the like cost (if and when they shall be required so to do by the said Postmaster-General) erect and provide on each of such vessels a separate and convenient room for sorting and making up the said mails and shall provide in such room all such furniture lamps fittings and other conveniences as shall be necessary or convenient for the purpose of sorting and making up the said mails and all such furniture lamps fittings and other conveniences shall be from time to time cleansed and kept in repair and the oil for the lamps supplied by the servants and

at the cost of the Company and the services of the crew of every such vessel shall from time to time be given in the conveyance of the mails between the mail room and the sorting room.

Naval and civil officers to be conveyed on shore.

23. At each port or place where the said mails are to be delivered and received the officer having charge of mails shall whenever and as often as by him shall be deemed necessary for the public service and either with or without his assistant or servant be conveyed on shore and also from the shore to the vessel employed for the time being in the performance of this Agreement together with or (if such officer shall consider it necessary for the purposes of this Agreement so to do) without mails in a suitable and seaworthy boat of not less than four oars to be furnished with effectual covering for the mails and properly provided manned and equipped by the Company.

Masters of vessels to take charge of mails if required.

24. If the Postmaster-General during the continuance of this Agreement thinks fit to intrust the charge and custody of the mails or any part thereof to the masters or commanders of the vessels to be employed for the time being in the performance of this Agreement and in all cases where the officer or other person appointed to have charge of the mails shall be absent the masters or commanders of such vessels shall without any remuneration (other than the sum herein provided to be paid to the Company) take due care of and the Company shall be responsible for the receipt and delivery of the said mails and each of such masters or commanders shall make the usual declaration or declarations required or which may hereafter be required by the Postmaster-General in such and similar cases and furnish such journals returns and information to and perform such services as the Postmaster-General or his agents may require and every such master or commander or officer duly authorized by him having the charge of mails shall himself immediately on the arrival at any of the said ports or places of any such vessels deliver all mails for such port or place into the hands of the postmaster or other person at such port or place whom the Postmaster-General shall authorize to receive the same receiving in like manner all the return or other mails to be forwarded in due course.

No letters or mails (other than British) to be conveyed.

25. The Company shall not nor shall any of the masters of any of the vessels employed or to be employed under this Agreement receive or permit to be received on board any of the vessels employed under this Agreement any letters for conveyance other than those duly in charge of the said naval officer or other person authorized to have charge of the said mails or which are or may be privileged by law nor any mails for conveyance on behalf of any colony or foreign country without the consent of the Postmaster-General and in case of any such default respectively the Company shall be liable to be proceeded against for breach of this Agreement.

Orders of Postmaster-General to be obeyed.

26. The Company and all commanding and other officers of the vessels employed in the performance of this Agreement and all agents seamen and servants of the Company shall at all times punctually attend to the orders and directions of the Postmaster-General his officers or agents as to the mode time and place of landing delivering and receiving mails.

Government passengers to be conveyed.

27. The Company shall and will when and as often as in writing they or the masters of their respective vessels shall be required so to do by the said Postmaster-General or by any naval or other officers or agents acting under his authority (such writing to specify the rank or description of the person or persons to be conveyed and the accommodation to be provided for him or them) receive provide for victual and convey to and from and between any of the places to which any of the said vessels are to proceed in the performance of this Contract (in addition to the naval officer authorized to have charge of the said mails and to officers of the Postmaster-General employed in connexion with the mails conveyed by such vessel) any number of naval military and civil officers in the service of Her Majesty not exceeding eight in any one ship with or without their wives and children as chief cabin or first-class passengers and any number of non-commissioned and warrant officers not exceeding four in any one ship with or without their wives and children as fore cabin or second-class passengers together with servants of both chief and fore cabin passengers and any number of seamen marines soldiers or artificers in Her Majesty's service not exceeding 10 in any one ship with or without their wives and children as deck or third-class passengers to be always provided with effectual protection from rain sun and bad weather and not exposed on deck without such competent shelter and to have hammocks or bunks (subject to the approval of the Lords Commissioners of the Admiralty) placed between decks.

Their accommodation,

28. The passengers who shall be conveyed in pursuance of the last preceding clause (who are herein-after designated Government passengers) with their families shall be treated in no respect whether as regards food cabin or other accommodation or aught else in a way inferior to that of ordinary passengers of the same class or that required by the Regulations of Her Majesty's Transport Service. The messing of the first and second class Government passengers shall include in each day an imperial pint of good sound bottled or draught ale or beer and that of the first class in addition an imperial pint of good foreign wine either port or white. The several classes of passengers shall mess in separate places and medical attendance medicine and medical comforts mess utensils and fittings cooking utensils articles for table use and mess places fuel lights requisite articles of bedding and all other necessaries shall be provided for them in like manner as for ordinary passengers of the like classes respectively.

Passage money.

29. The passage money for Government passengers and their families respectively shall be the same as that charged by the Company for ordinary passengers of a similar kind and shall include all the particulars mentioned in the last preceding clause and whenever any alterations of rates for ordinary passengers may be made the Postmaster-General and the Lords Commissioners of the Admiralty shall be immediately apprised of such alterations.

Returns of Government passengers.

30. Returns of the embarkation and disembarkation of all Government passengers shall be furnished to the Director of Transport Services immediately after the departure and arrival of each vessel.

Passage money how to be paid.

31. Payments for passage money for Government passengers shall be applied for by invoices according to a form to be obtained from the office of the Director of Transport Services and shall be made upon the production to such Director of the orders for the passages together with a certificate under the hand of the commanding officer specifying the number of the third-class passengers (men women and children) conveyed with the ages and sexes of the latter and stating the periods during which they have been respectively regularly supplied while on board with provisions and also of a certificate under the hand of each first and second class passenger of his or her having been landed at the place of destination and of having been properly accommodated and messed during the voyage and specifying the dates from and to which they were so messed computed from the first to the last dinner meal.

As to baggage of Government passengers.

32. The Company shall convey for every Government passenger free of charge the same quantity of baggage (whether such quantity shall be estimated or ascertained by bulk or weight) which according to the regulations of the Company for the time being they convey free of charge for an ordinary passenger of the same class and freight shall be payable for any extra baggage of a Government passenger after the same rate as the freight payable according to the same regulations for extra baggage of an ordinary passenger of the same class.

Passage money of families of officers not conveyed at public expense.

33. The passage money for the wives and families of commissioned and civil officers when not ordered to be conveyed at the public expense shall be paid to the Company by the officers themselves.

Government passengers to have precedence of ordinary passengers if not room for both.

34. In all cases where an officer in the civil naval or military service of Her Majesty who may not be entitled to a passage at the public expense shall require a passage on board any of the vessels employed in the performance of this Contract the Company shall be bound when they have room to provide a passage for such officer in preference to private passengers and shall charge no higher rate for such passage than is chargeable for an ordinary passenger.

Packages and stores
to be conveyed for
Admiralty.

35. The Company shall receive on board each of the vessels employed in the performance of this Contract and shall convey on behalf of the Lords Commissioners of the Admiralty any small packages which may be ordered for conveyance and also (on receiving from the Postmaster-General or his officers or agents or from the British naval officer in command of the station two days' previous notice) shall receive on board any naval or other stores not exceeding 10 tons weight or 15 tons of 40 cubic feet each in measurement at any one time in any one vessel (packages and stores of a dangerous or damaging nature excepted in accordance with the general regulations of the Company) and shall convey and deliver such small packages and stores at the lowest rate of freight charged by the Company for private goods of a similar character or description and the Company shall give immediate notice to the Postmaster-General and the Lords Commissioners of the Admiralty of any alteration in such rate of freight and shall in all cases be responsible for the custody and safe and speedy delivery of such packages and stores.

Subsidy.

36. And in consideration of the due and faithful performance by the Company of all the services hereby contracted to be by them performed the Postmaster-General doth hereby covenant that there shall be paid to the Company (out of such aids or supplies as may from time to time be provided and appropriated by Parliament for that purpose) so long as they perform the whole of such services in manner and with such vessels as herein-before respectively provided the sum of 400,000*l.* per annum by equal quarterly payments on the 1st day of January the 1st day of April the 1st day of July and the 1st October in every year and so in proportion for any less period than a quarter.

Proviso for abatement
therefrom in a certain
event.

37. Provided always that if in any year during the continuance of this Contract the entire fund accruing from all sources whatsoever and which but for this clause would be applicable to the payment of dividends on the capital employed by the Company in performance of the before-mentioned services (which capital for the purposes of this Agreement is now allowed to be 2,670,000*l.*) after taking into account the said sum of 400,000*l.* and the entire revenue obtained by the Company from all other sources in the performance of the before-mentioned services during such year and any balance that may have been left available for future dividends on the like capital after the last declaration of a dividend during the preceding year shall exceed the sum of 213,000*l.* then and in every such case the Company shall pay to the Postmaster-General a sum equal to one fourth of such excess.

Proviso for augmen-
tation thereof in a
certain event.

38. Provided also that if in any year during the continuance of this Contract the entire fund accruing from all sources whatsoever and applicable to the payment of dividends on the capital employed by the Company in performance of the before-mentioned services (which capital for the purposes of this

Agreement is now allowed to be 2,670,000/.) after taking into account the said sum of 400,000/ and the entire revenue obtained by the Company from all other sources in the performance of the before-mentioned services during such year and any balance that may have been left available for future dividends on the like capital after the last declaration of a dividend during the preceding year shall by reason or in consequence of any cause or causes not within the control of the Company be less than the sum of 160,000/ then and in every such case the Postmaster-General shall out of such aids and supplies as aforesaid pay to the Company in respect of such year and in addition to the said subsidy of 400,000/ such a sum of money as will make up the said sum of 160,000/ provided nevertheless that the total sum payable by the Postmaster-General by virtue of this clause in addition to the said subsidy of 400,000/ shall not in respect of any one year exceed the sum of 100,000/.

Accounts to be kept
as at present

and insurance of ships.

39. During the continuance of this Contract the company shall keep their accounts and books of account and statements of capital revenue and expenditure in the same manner as that in which the said books accounts and statements are kept at the date of these presents and shall continue to make provision for the due insurance of their ships and for the depreciation of the same to the same extent and in the same manner as at the date of these presents and as shown in certain estimates statements and accounts which are enumerated in Schedule A hereunder written and which have been deposited by the said Company with the Postmaster General and bear the respective seals of the said Company and the Postmaster General.

Facilities for ascer-
taining variations in
amount of subsidy.

40. For all the purposes of the four preceding clauses of this Agreement the Postmaster-General and his officers and agents shall prior to every declaration of dividend by the Company and at all reasonable times have access to the books of account and accounts of the Company in the same manner and to the same extent as if he and they were directors of the Company and if at any time any question shall arise between the Postmaster-General or his officers and agents and the Company as to the amount to be abated from or added to the fixed payment of 400,000/ under the three preceding clauses of this Agreement such questions shall be referred to the Arbitrators in the manner herein-after provided.

Account when to be
prepared.

41. On or as soon as conveniently may be after the 1st day of April and the 1st day of October in every year during the continuance of this Agreement an account shall be made out of the amount payable to the Company or to the Postmaster-General under clauses 38 and 37 of this Agreement and on account of premiums earned or penalties incurred by the Company and if it shall appear by such account that any further payment is due from the Postmaster-General to the Company that amount shall be paid forthwith to the Company by the Postmaster-General out of such aids or supplies as

aforesaid and on the other hand if it shall appear that any payment is due from the Company to the Postmaster-General the amount of such payment shall be deducted from the next quarterly payment due to the Company.

Subsidy to be in full for all services save as otherwise expressly provided.

42. Except where otherwise expressly provided none of the services to be performed by the Company under this Contract shall entitle them to any remuneration beyond the said subsidy of 400,000*l.* per annum and such other sum or sums of money (if any) as are herein-before expressly made payable.

And it is hereby further agreed and declared between and by the parties hereto as follows: (that is to say)

Postmaster-General may delegate his powers.

43. It shall be lawful for the Postmaster-General at any time and from time to time to delegate any of the powers vested in him by virtue of these presents to such person or persons as he shall think fit.

As to quarantine.

44. The Company shall undertake for themselves all arrangements relative to quarantine as connected with the due and regular performance of the conditions of this Contract.

Admiralty may purchase or charter vessels at a rate to be settled by arbitration in case of difference.

45. The Lords Commissioners of the Admiralty shall at any time during the continuance of this Contract if they shall consider it necessary for the public interest have power and be at liberty to purchase all or any of the said vessels at a valuation or to charter the same exclusively for Her Majesty's service at a rate of hire to be mutually fixed and agreed on by them and the said Company but if any difference should at any time or times arise as to the amount of valuation or hire so to be paid such difference shall be settled by arbitration in manner herein-after provided and the said Commissioners in the case of hiring any such vessel shall return the same to the said Company in the same state and condition as she was in at the time of any such hiring reasonable wear and tear excepted and if any difference should arise upon that point the same shall be settled in the same manner as the amount for the hiring is to be settled in case of difference. And it is further agreed that in case of such purchase or hire the service hereby contracted to be performed shall be performed by other vessels of the Company of a similar description to the vessel or vessels purchased or hired if they can in due and proper time furnish them and in the event of the said Company being allowed by the Postmaster-General to continue to perform only a portion of the service there shall be paid to the said Company such annual sum of money as shall be agreed upon by the said Postmaster-General and the said Company and in case of their differing as to the amount the difference to be settled by two arbitrators or an umpire to be chosen respectively as aforesaid.

Commencement and determination of Contract.

46. This Contract shall commence on the 1st day of February 1868 and shall continue in force for 12 years and

shall then determine if the Postmaster-General shall by writing under his hand or under the hand of the Secretary or one of the Assistant Secretaries for the time being of the Post Office have given to the Company or if the Company shall have given to the Postmaster-General 24 calendar months' notice that this Contract shall so determine but if neither the Postmaster-General nor the Company shall give any such notice this Contract shall continue in force even after the said term of 12 years until the expiration of a 24 calendar months' notice in writing as aforesaid which may be given by either of the parties hereto to the other of them and which last-mentioned notice may be given at any time after the expiration of the first 10 years.

Voyages to be completed after termination of Contract.

47. If on the determination of this Agreement any vessel or vessels shall have started or shall start with the mails in conformity with this Agreement such voyage or voyages shall be continued and performed and the mails be delivered and received during the same as if this Agreement had remained in force with regard to any such vessels and services And with respect to such vessels and services as last aforesaid this Agreement shall be considered as having terminated when such vessels shall have reached their port or place of destination and such services shall have been performed but the said Company shall not be entitled to receive any payment or compensation for the same.

Penalties to be considered as ascertained damages.

48. All and every the sums of money hereby stipulated to be paid by the Company unto Her Majesty Her heirs and successors shall be considered as stipulated or ascertained damages whether any damage or loss has or has not been sustained and shall and may be retained by the Postmaster-General out of any monies payable or which may thereafter become payable to the Company or the payment may be enforced as a debt due to Her Majesty with full costs of suit at the discretion of the Postmaster-General Provided however that the payment by the Company of any sums of money (by way of penalties) shall not in any manner prejudice the right of the Postmaster-General to treat the failure (if any) on the part of the Company to provide a proper vessel or to perform any voyage at or within the time for the time being appointed for the performance thereof as a breach of this Agreement.

As to service of notices.

49. All notices or directions which the Postmaster-General his officers agents or others are hereby authorized to give to the Company their officers servants or agents other than any notice of termination of this Contract may at the option of the Postmaster-General his officers agents or others either be delivered to the master of any of the said vessels or other officer or agent of the Company in the charge or management of any vessel employed in the performance of this Agreement or left for the Company at their office or house of business in London or any other place and any notices or directions so

given or left shall be binding on the Company Provided always that any notice of termination of this Contract shall be served on the Company their officers servants or agents at their office or last known office in London.

Company not to part
with Contract.

50. The Company shall not assign underlet or dispose of this Agreement or any part thereof without the consent of the Postmaster-General signified in writing under his hand or under the hand of the Secretary or one of the Assistant Secretaries of the Post Office and in case of the same or any part thereof being assigned underlet or otherwise disposed of or of any great or habitual breach of this Agreement or any covenant matter or thing herein contained on the part of the Company their officers agents or servants and whether there be or be not any penalty or sum of money payable by the Company for any breach it shall be lawful for the Postmaster-General if he shall think fit (and notwithstanding there may or may not have been any former breach of this Contract) by writing under his hand or under the hand of the Secretary or one of the Assistant Secretaries of the Post Office to determine this Agreement without any previous notice to the Company or their agents nor shall the Company be entitled to any compensation in respect of such determination and such determination shall not deprive the Postmaster-General of any right or remedy to which he would otherwise be entitled by reason of such breach or any prior breach of this Contract.

Dispute to be referred
to arbitration.

51. If at any time during the continuance of this Agreement or after the determination thereof any dispute shall arise between the parties hereto or their successors respectively concerning any breach or alleged breach by or on the part of the Company of this Agreement or the sufficiency of any such breach to justify the Postmaster-General in putting an end to the same or concerning the amount of consideration to be paid to or allowed by the Company as the case may be for such altered services as herein-before in that behalf mentioned or concerning any of the covenants matters or things herein contained or in anywise relating thereto and notwithstanding the power herein contained to determine this Agreement and any execution or attempted execution of such power such dispute shall be referred to two arbitrators one to be chosen from time to time by the Postmaster-General and the other by the Company and if such arbitrators should at any time or times not agree in the matter or question referred to them then such question in difference shall be referred by them to an umpire to be chosen by such arbitrators before they proceed with the reference to them and the joint and concurrent award of the said arbitrators or the separate award of the said umpire when the said arbitrators cannot agree shall be binding and conclusive upon both parties.

Submission thereto
may be made rule of
Court.

52. Any submission to arbitration in pursuance of this Agreement may be made a rule of any of Her Majesty's courts

of record pursuant to the statute in that case made and provided on the application of either party.

No M.P. to be interested in Contract.

53. In pursuance of the provisions contained in the Act of Parliament passed in the 22nd year of the reign of King George the Third, intituled "An Act for restraining any Person concerned in any Contract Commission or Agreement made for the Public Service from being elected or sitting and voting as a Member of the House of Commons" no Member of the House of Commons shall be admitted to any share or part of this Agreement or to any benefit to arise therefrom contrary to the true intent and meaning of the said Act.

Contract to be laid on table of House of Commons.

54. This Agreement shall not be binding until it has lain upon the table of the House of Commons for one month without disapproval unless it be previously approved by a resolution of the said House of Commons.

Bond.

55. And lastly for the due and faithful performance of all and singular the covenants conditions provisoes clauses articles and agreements herein-before contained which on the part and behalf of the said Company are or ought to be observed performed fulfilled and kept the said Company do hereby bind themselves and their successors unto our Sovereign Lady the Queen in the sum of 45,000*l.* of lawful money of the United Kingdom to be paid to our said Lady the Queen Her heirs and successors by way of stipulated or ascertained damages hereby agreed upon between the Postmaster-General and the Company in case of the failure on the part of the Company in the due execution of this Contract or any part thereof.

In witness whereof the said James Duke of Montrose Her Majesty's Postmaster-General hath hereunto set his hand and seal and the said Peninsular and Oriental Steam Navigation Company have caused their common seal to be hereunto affixed the day and year first above written.

TABLE OF ROUTES ABOVE REFERRED TO.

ROUTE No. 1.

ONCE A WEEK.

From Southampton to Alexandria, calling at Gibraltar and Malta, and back from Alexandria to Southampton, calling at Malta and Gibraltar.

Distance 2,951 miles. The service to be performed once each way in every week in 295 hours, exclusive of stoppages, the duration of which will be fixed by the POSTMASTER-GENERAL.

ROUTE No. 2.

ONCE A WEEK.

From Marseilles to Alexandria, viâ Messina, and back from Alexandria to Marseilles.

Distance 1,410 miles. The service to be performed once each way in every week in 141 hours.

ROUTE No. 3.

ONCE A WEEK.

From Suez to Bombay, and back from Bombay to Suez, calling on both voyages at Aden.

Distance 2,972 miles. The service to be performed once each way in every week in 313 hours, exclusive of the stoppage at Aden, the duration of which will be fixed by the POSTMASTER-GENERAL.

ROUTE No. 4.

ONCE EVERY TWO WEEKS.

From Suez to Calcutta, calling at Aden, Point de Galle, and Madras, and back from Calcutta to Suez, calling at Madras, Point de Galle, and Aden.

Distance 4,757 miles. The service to be performed once each way in every alternate week in 501 hours, exclusive of stoppages, the duration of which will be fixed by the POSTMASTER-GENERAL.

ROUTE No. 5.

ONCE IN EVERY TWO WEEKS.

From Bombay to Hong Kong, calling at Point de Galle and Singapore, and back from Hong Kong to Bombay, calling at Singapore and Point de Galle.

Distance 3,852 miles. The service to be performed once each way in every alternate week in 406 hours, exclusive of stoppages, the duration of which will be fixed by the POSTMASTER-GENERAL.

ROUTE No. 6.

ONCE IN EVERY TWO WEEKS.

From Hong Kong to Shanghai, and back from Shanghai to Hong Kong.

Distance 870 miles. The service to be performed once each way in every alternate week in 92 hours.

ROUTE No. 7.

ONCE IN EVERY TWO WEEKS.

From Shanghai to Yokohama, and back from Yokohama to Shanghai, calling on both voyages at Nagasaki.

Distance 1,120 miles. The service to be performed once each way in every alternate week in 118 hours, exclusive of the stoppage at Nagasaki, the duration of which will be fixed by the POSTMASTER-GENERAL.

NOTE.—During the prevalence of the south-west monsoon, 96 hours additional will be allowed for the voyages from Bombay to Suez, from Calcutta to Suez, and from Hong Kong to Bombay, and during the prevalence of the north-east monsoon, 96 hours additional will be allowed for the voyage from Bombay to Hong Kong.

SCHEDULE A. ABOVE REFERRED TO.

ESTIMATES, STATEMENTS, and ACCOUNTS deposited by the
PENINSULAR AND ORIENTAL Steam Navigation Company
with HER MAJESTY'S POSTMASTER-GENERAL.

1. Memorandum for new Contract Tenders.
2. Estimate, Southampton and Marseilles lines.
3. Do. Brindisi and Alexandria line.
4. Do. Bombay and Suez line.
5. Do. Suez and Hong Kong line.
6. Do. Hong Kong and Shanghai line.
7. Do. Shanghai and Yokohama line.
8. Do. Bombay and Calcutta Line.
9. Do. Supplementary Ships.
10. Do. Calcutta and Hong Kong.
11. Arrangement of Earnings.
12. Mileage Table for proposed Lines.
13. Statement of sundry Disbursements and Coals.
14. Comparison of Statements with Ledger.
15. Tonnage and Value of Steam Ships.

MONTROSE.

L.S.

The Seal
of the P. & O.
Company.

Signed, sealed, and delivered by the within-named James,
Duke of Montrose, Her Majesty's Postmaster-General, in the
presence of

E. B. OSBORN,
Solicitor's Office, General Post Office.

The Common Seal of the within-named Peninsular and
Oriental Steam Navigation Company, was hereunto affixed
in the presence of

P. D. HADOW,
JAS. ALLAN,
EDWARD THORNTON,
H. BAYLEY, } Directors. C. W. HOWELL, Secretary.

Z. BROOKE,
Solicitor's Department, General Post Office.

LONDON:

Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty.

For Her Majesty's Stationery Office.

POSTAL CONTRACTS.

RETURN to an Order of the Honourable The House of Commons,
dated 6 December 1867;—for,

COPIES “of CONTRACTS entered into between Her Majesty’s Postmaster General and the North German Lloyd, the Liverpool, New York, and Philadelphia Steamship Company, and Messrs. Cunard, Burns, and MacIver, for the Conveyance of MAILS to *New York*:”

“And, of the CONTRACT entered into between Her Majesty’s Postmaster General and the Liverpool, New York, and Philadelphia Steamship Company for the Conveyance of MAILS to *Halifax*, with Copies of the CORRESPONDENCE relating thereto.”

Treasury Chambers, }
6 December 1867. }

GEORGE WARD HUNT.

— No. 1. —

NORTH AMERICAN MAILS.

ARTICLES OF AGREEMENT made this 30th day of November in the year 1867 between the Most Noble James Duke of Montrose Her Majesty’s Postmaster General for the time being of the first part the North German Lloyd of Bremen (hereinafter called the Contractors) of the second part and Henry Huth of Moorgate-street in the City of London Merchant and Daniel Meinertzhagen of the same place Merchant of the third part Witness that the Contractors for themselves their successors and assigns hereby covenant with Her Majesty’s Postmaster General his executors administrators successors and assigns Her Majesty’s Postmaster General for the time being in manner following (that is to say):—

1. THE Contractors will at all times during the continuance of this Agreement or so long as the whole or any part of the service hereby agreed to be performed ought to be performed in pursuance thereof provide keep seaworthy and in complete repair and readiness for the purpose of conveying as hereinafter provided all Her Majesty’s mails (in which term “mails” all bags boxes or packets of letters newspapers books or printed papers and all other articles transmissible by the post without regard either to the place to which they may be addressed or to that in which they may have originated also all empty bags empty boxes and other stores and articles used or to be used in carrying on the Post Office service which shall be sent by or to or from the Post Office are agreed to be comprehended) which shall at any time and from time to time by the Postmaster General or any of his officers or agents be required to be conveyed as hereinafter provided a sufficient number of good substantial and efficient steam vessels of adequate power and speed and supplied with first-rate appropriate steam-engines and in all respects suited to the performance of the services herein agreed to be performed within the respective times herein stipulated.

Contractors, to provide vessels.

Equipment of
vessels.

2. The vessels to be employed under this Agreement shall be always furnished with all appropriate and necessary machinery engines apparel furniture stores tackle boats fuel lamps oil for lamps and engines tallow provisions anchors cables fire pumps and other proper means for extinguishing fire lightning conductors charts chronometers proper nautical instruments and whatever else may be requisite for equipping the said vessels and rendering them constantly efficient for the service hereby agreed to be performed and also manned and provided with competent officers with appropriate certificates according to the German law and with a sufficient number of competent engineers and a sufficient crew of able seamen and other men.

Day and port of
departure.

3. One of such vessels so equipped and manned as aforesaid shall on every Tuesday during the continuance of this Agreement put to sea from Southampton with Her Majesty's mails on board and proceed thence direct to New York in the United States of America.

Hour thereof.

4. The time of departure of each of the said vessels from Southampton aforesaid shall be such as the said Postmaster General shall from time to time by notice in writing direct provided always that the said Postmaster General shall give to the Contractors three calendar months' notice in writing of any change in the time appointed for such departure.

Limits of voyage.

5. Each voyage shall be considered to commence on the embarkation of the mails at Southampton and to terminate on the arrival of the said mails at the quarantine ground in New York.

Duration thereof.

6. The duration of such voyage shall not exceed 276 hours.

Penalty for failure
to have vessel ready.

7. If the Contractors fail on any Tuesday during the continuance of this Contract to provide an efficient vessel at Southampton aforesaid ready to put to sea at the appointed hour then and so often as the same shall so happen the Contractors shall forfeit and pay unto Her Majesty Her heirs and successors the sum of 300 *l*.

The mail officer.

8. The Contractors shall if required by the Postmaster General receive and allow to remain on board each of the said vessels while employed in the performance of this Agreement and while returning from New York to Southampton an officer to be appointed by the Postmaster General to take charge of the said mails.

Sorters.

9. The Contractors shall also receive and allow to remain on board each of the said vessels while employed in the performance of this Agreement and also while returning from New York to Southampton such a number of officers of the Postmaster General as shall be required for the purpose of sorting and making up the mails conveyed or to be conveyed by such vessel.

Accommodation for
mail officer and
sorters.

10. The Contractors shall provide suitable accommodation and victualling for the officers employed in the service of the Postmaster General as aforesaid either as chief cabin passengers or as fore cabin passengers at the option of the said Postmaster General and the Postmaster General shall pay to the Contractors by way of passage money for the accommodation and victualling of each such officer in respect of every voyage between Southampton and New York and back the sum of 33 *l*. for every such officer who shall be treated as a chief cabin passenger and the sum of 22 *l*. for every such officer who shall be treated as a fore cabin passenger.

Place of deposit for
mails and sorting
room.

11. The Contractors shall at their own cost provide to the satisfaction of the Postmaster General on each of the vessels to be employed under this Agreement a separate and convenient room for the convenient and secure deposit of the mails under lock and key and shall also at the like cost (if and when they shall be required so to do by the Postmaster General) erect and provide to the satisfaction of the Postmaster General on each of such vessels a separate and convenient room for sorting and making up the said mails and shall provide in such room all such furniture lamps fittings and other conveniences as shall be necessary and all such furniture lamps fittings and other conveniences shall be from time to time cleansed and kept in repair and the oil for the lamps supplied by the servants and at the cost of the Contractors and the services of the crew of every such vessel shall from time to time be given in the conveyance of
the

the mails between the mail room and the sorting room and the Postmaster General shall pay to the Contractors the sum of 75 *l.* in respect of each vessel on which such sorting room as aforesaid shall be erected or provided.

12. At each port or place where the said mails are to be delivered and received the officer having charge of mails shall whenever and as often as by him shall be deemed practicable or necessary and either with or without any other officer in the service of the Postmaster General be conveyed on shore and also from the shore to the vessel employed for the time being in the performance of this Agreement together with or (if such officer shall consider it necessary for the purposes of this Agreement so to do) without mails in a suitable and seaworthy boat of not less than four oars to be furnished with effectual covering for the mails and properly provided manned and equipped by the Contractors.

Mail officer to be conveyed on shore.

13. If the Postmaster General during the continuance of this Agreement thinks fit to entrust the charge and custody of the mails or any part thereof to the master or commander of the vessel to be employed for the time being in the performance of this Agreement and in all cases where the officer or other person appointed to have charge of the mails shall be absent the master or commander of such vessel shall without any charge (other than that herein provided to be paid to the Contractors) take due care of and the Contractors shall be responsible for the receipt safe custody and delivery of the said mails and each of such masters or commanders shall make the usual declaration or declarations required or which may hereafter be required by the Postmaster General in such and similar cases and furnish such journals returns and information to and perform such services as the Postmaster General or his agents may require and every such master or commander or officer duly authorised by him having the charge of mails shall himself immediately on the arrival at the said port or place of any such vessels deliver all mails for such port or place into the hands of the Postmaster or such other person at such port or place as the Postmaster General shall authorise to receive the same.

Master to take charge of mails if required.

14. The Contractors shall not convey in any of the vessels employed under this Agreement any nitro-glycerine or other article which shall have been legally declared specially dangerous.

Vessels not to convey dangerous substances.

15. The Contractors and all commanding and other officers of the vessels employed in the performance of this Agreement and all agents seamen and servants of the Contractors shall at all times punctually attend to the orders and directions of the Postmaster General his officers or agents as to the mode time and place of landing delivering and receiving mails.

Orders of Postmaster General to be obeyed.

16. And in consideration of the due and faithful performance by the Contractors of all the services hereby agreed to be by them performed the Postmaster General doth hereby covenant that there shall be paid to the Contractors out of such aids or supplies as may be from time to time provided and appropriated by Parliament for that purpose so long as they perform the whole of the said services in the manner and with such vessels as herein respectively provided the following sums that is to say the sum of one shilling for every ounce of letters conveyed by them and the sum of threepence for every pound of newspapers conveyed by them and the sum of fivepence for every pound of book-packets or packets of trade patterns conveyed by them and except where otherwise expressly provided none of the duties performed by the Contractors in pursuance of this Agreement shall give them any claim to remuneration beyond the payment hereinbefore specified.

Subsidy.

17. Provided always and it is hereby declared that if the duration of any voyage made in pursuance of this Agreement shall exceed the time hereinbefore provided in that behalf by a period equal to or exceeding 12 hours then and in every such case a deduction shall be made from the amount payable to the Contractors in respect of such voyage under the last preceding clause of one-eighth part of such amount in respect of each complete period of 12 hours by which such voyage shall exceed the time hereinbefore provided in that behalf so that (by way of example) if such voyage shall exceed the time hereinbefore provided in that behalf by four complete days no payment shall be made to the Contractors in respect of such voyage.

Penalty for delay.

Account of correspondence to be kept.

18. The Postmaster General shall as soon as conveniently may be after the 1st day of January the 1st day of April the 1st day of July and the 1st day of October in every year during the continuance of this Contract cause an account to be made out and signed by the Receiver and Accountant General for the time being of the General Post Office of all sums of money which shall up to the last preceding of such quarterly days have become payable to the Contractors in respect of the carriage of mails in pursuance of the preceding clauses of this Agreement and every account so made out and signed shall as between the parties hereto be conclusive evidence of the facts stated therein and of the amount due to the Contractors as aforesaid and such amount shall be forthwith paid to the Contractors out of such aids or supplies as aforesaid after deducting therefrom any sums of money in respect of forfeitures which the Contractors may have incurred as herein provided.

Disputes to be referred to arbitration.

19. And it is hereby further agreed and declared between and by the said parties to these presents as follows (that is to say) :—

If at any time during the continuance of this Agreement or after the determination thereof any dispute shall arise between the parties hereto or their executors administrators or successors respectively concerning any breach or alleged breach by or on the part of the Contractors of this Agreement or the sufficiency of any such breach to justify the Postmaster General in putting an end to the same or concerning the amount of consideration to be paid to or allowed by the Contractors as the case may be or concerning any of the covenants matters or things herein contained or in anywise relating thereto and notwithstanding the power herein contained to determine this Agreement and any execution or attempted execution of such power such dispute shall be referred to two arbitrators one to be chosen from time to time by the Postmaster General and the other by the Contractors and if such arbitrators should at any time or times not agree in the matter or question referred to them then such question in difference shall be referred by them to an umpire to be chosen by such arbitrators before they proceed with the reference to them. And the joint and concurrent award of the said arbitrators or the separate award of the said umpire when the said arbitrators cannot agree shall be binding and conclusive upon both parties.

Any submission hereto may be made a rule of court.

20. Any submission to arbitration in pursuance of this Agreement may be made a rule of any of Her Majesty's Courts of Record pursuant to the statute in that case made and provided on the application of either party.

Postage of all mails to belong to Her Majesty.

21. The Contractors shall not receive or permit to be received in the United Kingdom for conveyance on board any of the vessels employed under this Agreement any letters other than those contained in Her Majesty's mails the whole postage of which shall belong to Her Majesty and shall be at the disposal of the Postmaster General.

Commencement and termination of Agreement.

22. This Agreement shall commence on the 1st day of January 1868 and shall continue in force until the expiration of a written notice given at any time and by either the Contractors or the Postmaster General of not less than six calendar months.

Penalties to be considered liquidated damages.

23. All and every the sums of money hereby stipulated to be paid by the Contractors unto Her Majesty Her heirs and successors shall be considered as stipulated or ascertained damages whether any damage or loss has or has not been sustained and shall and may be retained by the Postmaster General out of any monies payable or which may thereafter become payable to the Contractors or the payment may be enforced as a debt due to Her Majesty with full costs of suit at the discretion of the Postmaster General provided however that the payment by the Contractors of any sums of money by way of penalties shall not in any manner prejudice the right of the Postmaster General to treat the failure (if any) on the part of the Contractors to provide a proper vessel or to perform any voyage at or within the times hereinbefore in that behalf mentioned as a breach of this Agreement.

Agreement not to be assigned.

24. The Contractors shall not assign underlet or dispose of this Agreement or any part thereof without the consent of the Postmaster General signified in writing under his hand or under the hand of the Secretary or one of the Assistant Secretaries of the Post Office and in case of the same or any part thereof

thereof being assigned underlet or otherwise disposed of or of any great or habitual breach of this Agreement or of any covenant matter or thing herein contained on the part of the Contractors their officers agents or servants and whether there be or be not any penalty or sum of money payable by the Contractors for any breach it shall be lawful for the Postmaster General if he shall think fit (and notwithstanding there may or may not have been any former breach of this Contract) by writing under his hand or under the hand of the Secretary or one of the Assistant Secretaries of the Post Office to determine this Agreement without any previous notice to the Contractors or their agents nor shall the Contractors be entitled to any compensation in respect of such determination and such determination shall not deprive the Postmaster General for the time being of any right or remedy to which he would otherwise be entitled by reason of such breach or any prior breach of such Contract.

25. If on the determination of this Agreement any vessel or vessels shall have started or shall start with the mails in conformity with this Agreement such voyage or voyages shall be continued and performed and the mails be delivered and received during the same as if this Agreement had remained in force with regard to any such vessels and services and with respect to such vessels and services as last aforesaid this Agreement shall be considered as having terminated when such vessels shall have reached their port or place of destination and such services shall have been performed and the Contractors shall receive the same remuneration in respect of each such voyage as if this Agreement had continued in full force until the termination thereof.

Voyages to be completed after termination of Agreement.

26. It shall be lawful for the Postmaster General from time to time to delegate all or any of the powers vested in him by virtue of these presents to such person or persons as he shall think fit.

Postmaster General may delegate his powers.

27. All notices or directions which the Postmaster General his officers agents or others are hereby authorized to give to the Contractors their officers servants or agents other than any notice of termination of this Contract may at the option of the Postmaster General his officers agents or others either be delivered to the master of any of the said vessels or other officer or agent of the Contractors in the charge or management of any vessel employed in the performance of this Agreement or sent by the post addressed to the Contractors at their office in Bremen or left at the office or last known office of their agents in Southampton and any notices or directions so given sent or left shall be binding on the Contractors provided always that any notice of termination of this Contract shall be sent by post addressed to the Contractors at their office or last known office in Bremen or left at the office of their agents in Southampton.

As to notices.

28. In pursuance of the provisions contained in the Act of Parliament passed in the 22nd year of the reign of King George the 3rd intituled "An Act for restraining any person concerned in any Contract Commission or Agreement made for the public service from being elected or sitting and voting as a Member of the House of Commons" no Member of the House of Commons shall be admitted to any share or part of this Agreement or to any benefit to arise therefrom contrary to the true intent and meaning of the said Act.

Members of Parliament not to be interested in this Agreement.

29. This Agreement shall not be binding until it has lain upon the Table of the House of Commons for one month without disapproval unless it be previously approved by a resolution of the said House of Commons.

Agreement to be laid on table of House of Commons.

30. And lastly for the due and faithful performance of all and singular the covenants conditions provisoes clauses articles and agreements hereinbefore contained which on the part and behalf of the Contractors their successors and assigns are or ought to be observed performed fulfilled or kept the Contractors for themselves and their successors and the said Henry Huth and Daniel Meinertzhagen for themselves their heirs executors and administrators do hereby bind themselves jointly and severally unto our Sovereign Lady the Queen in the sum of 5,000 £. of lawful British money to be paid to our said Lady the Queen Her heirs and successors by way of stipulated or ascertained damages agreed upon between the said Postmaster

Bond clause.

General and the Contractors and the said Henry Huth and Daniel Meinertzhagen over and above any other sum or sums if any which may be payable in case of the failure of the said Contractors in the due execution of this Agreement or any part thereof.

In witness whereof the said James Duke of Montrose Her Majesty's Postmaster General Henry Huth and Daniel Meinertzhagen have hereunto set their hands and seals and the Contractors have hereunto caused their common seal to be affixed the day and year first above written.

Signed sealed and delivered by the within-named James Duke of Montrose Her Majesty's Postmaster General in the presence of

J. L. du Plat Taylor,
Private Secretary.

MONTROSE.

L. S.

Signed sealed and delivered by the within-named Henry Huth and Daniel Meinertzhagen in the presence of

Edwin Winter,
Solicitor's Department,
General Post Office.

HENRY HUTH.

L. S.

D. MEINERTZHAGEN.

L. S.

The common seal of the North German Lloyd of Bremen was hereunto affixed in the presence of

J. C. Müller,
Merchant of Bremen.
M. Schwoon,
Her Britannic Majesty's
Vice Consul.

German Lloyd,
Bremen.
L. S.

The Managers of the
North German Lloyd.
H. PETERS.
Pr.

CRÜFEMANN,
Director.

— 2. —

NORTH AMERICAN MAILS.

ARTICLES OF AGREEMENT made this 3rd day of December in the year 1867 between the Most Noble James Duke of Montrose Her Majesty's Postmaster General for the time being of the first part William Inman of Liverpool in the county of Lancaster (which said William Inman and his executors and administrators are hereinafter designated the Contractors) of the second part and Thomas Langton Birley of Carr Hill Kirkham in the said county of Lancaster Esquire and Charles Inman of Liverpool aforesaid of the third part Witnesseth that the said William Inman for himself his heirs executors and administrators doth hereby Covenant with Her Majesty's Postmaster General his executors administrators successors and assigns Her Majesty's Postmaster General for the time being in manner following (that is to say):—

1. THE Contractors will at all times during the continuance of this Agreement or so long as the whole or any part of the services hereby agreed to be performed ought to be performed in pursuance thereof provide keep seaworthy and in complete repair and readiness for the purpose of conveying as hereinafter provided all Her Majesty's mails (in which term "Mails" all bags boxes or packets of letters newspapers books or printed papers and all other articles transmissible by the post without regard either to the place to which they may be addressed or to that in which they may have originated also all empty bags empty boxes and other stores and articles used or to be used in carrying on the Post Office service which shall be sent by or to or from the Post Office are agreed to be comprehended) which shall at any time and from time to time by the Postmaster General or any of his officers or agents be

required

Contractors to provide vessels.

required to be conveyed as hereinafter provided a sufficient number of good substantial and efficient steam-vessels of adequate power and speed and supplied with first-rate appropriate steam engines and in all respects suited to the performance of the services herein agreed to be performed within the respective times herein stipulated.

2. The vessels to be employed under this Agreement shall be always furnished with all appropriate and necessary machinery engines apparel furniture stores tackle boats fuel lamps oil for lamps and engines tallow provisions anchors cables fire pumps and other proper means for extinguishing fire lightning conductors charts chronometers proper nautical instruments and whatsoever else may be requisite for equipping the said vessels and rendering them constantly efficient for the service hereby agreed to be performed and also manned and provided with competent officers with appropriate certificates granted pursuant to the Act or Acts of Parliament in force for the time being relative to the granting certificates to officers in the merchant service and with a sufficient number of efficient engineers and a sufficient crew of able seamen and other men.

Equipment of vessels.

3. One of such vessels so approved equipped and manned as aforesaid shall on every Thursday during the continuance of this Agreement put to sea from Queenstown in Ireland with Her Majesty's mails on board and proceed thence direct to New York in the United States of America.

Day and port of departure.

4. The time of departure of each of the said vessels from Queenstown aforesaid shall be such as the said Postmaster General shall from time to time by notice in writing appoint provided always that the said Postmaster General shall give to the Contractors three calendar months' notice in writing of any change in the time appointed for such departure.

Hour thereof.

5. Each voyage shall be considered to commence on the embarkation of the mails at Queenstown aforesaid and to terminate on the arrival of the said mails at the Post Office in New York aforesaid.

Limits of voyage.

6. The duration of each voyage which shall commence between the 20th day of September and the 20th day of April (both days inclusive) shall not exceed 336 hours and the duration of each voyage which shall commence during the remaining part of the year shall not exceed 276 hours.

Duration thereof.

7. If the Contractors fail on any Thursday during the continuance of this Contract to provide an efficient vessel at Queenstown aforesaid ready to put to sea at the appointed hour then and so often as the same shall so happen the Contractors shall forfeit and pay unto Her Majesty Her heirs and successors the sum of 300 £.

Penalty for failure to have vessel ready.

8. The Contractors shall receive and allow to remain on board each of the said vessels while employed in the performance of this Agreement and while returning from New York to Queenstown an officer to be appointed by the Postmaster General to take charge of the said mails.

The mail officer.

9. The contractors shall also receive and allow to remain on board each of the said vessels while employed in the performance of this agreement and also while returning from New York to Queenstown such a number of officers of the Postmaster General as shall be required for the purpose of sorting and making up the mails conveyed or to be conveyed by such vessel.

Sorters.

10. The Contractors shall provide suitable accommodation and victualling for the officers employed in the service of the Postmaster General as aforesaid either as chief cabin passengers or as fore cabin passengers at the option of the said Postmaster General and the Postmaster General shall pay to the Contractors by way of passage-money for the accommodation and victualling of each such officer in respect of every voyage in either direction between Queenstown and New York the sum of 22 £. for every such officer who shall be treated as a chief cabin passenger and the sum of 16 £. for every such officer who shall be treated as a fore cabin passenger.

Accommodation for mail officer and sorters.

11. The Contractors shall at their own cost provide to the satisfaction of the Postmaster General on each of the vessels to be employed under this Agreement a separate and convenient room for the convenient and secure deposit of the mails under lock and key and shall also at the like costs (if and when they shall

Place of deposit for mails and sorting room.

shall be required so to do by the Postmaster General) erect and provide on each of such vessels a separate and convenient room for sorting and making up the said mails and shall provide to the satisfaction of the Postmaster General in such room all such furniture lamps fittings and other conveniences as shall be necessary and all such furniture lamps fittings and other conveniences shall be from time to time cleansed and kept in repair and the oil for the lamps supplied by the servants and at the cost of the Contractors and the services of the crew of every such vessel shall from time to time be given in the conveyance of the mails between the mail room and the sorting room.

Mail officer to be conveyed on shore.

12. At each port or place where the said mails are to be delivered and received the officer having charge of mails shall whenever and as often as by him shall be deemed practicable or necessary and either with or without any other officer in the service of the Postmaster General be conveyed on shore and also from the shore to the vessel employed for the time being in the performance of this Agreement together with or (if such officer shall consider it necessary for the purposes of this Agreement so to do) without mails in a suitable and seaworthy boat of not less than four oars to be furnished with effectual covering for the mails and properly provided manned and equipped by the Contractors.

Master to take charge of mails if required.

13. If the Postmaster General during the continuance of this Agreement thinks fit to entrust the charge and custody of the mails or any part thereof to the master or commander of the vessels to be employed for the time being in the performance of this Agreement and in all cases where the officer or other person appointed to have charge of the mails shall be absent the master or commander of such vessel shall without any charge (other than that herein provided to be paid to the Contractors) take due care of and the Contractors shall be responsible for the receipt safe custody and delivery of the said mails and each of such masters or commanders shall make the usual declaration or declarations required or which may hereafter be required by the Postmaster General in such and similar cases and furnish such journals returns and information to and perform such services as the Postmaster General or his agents may require and every such master or commander or officer duly authorised by him having the charge of mails shall himself immediately on the arrival at any of the said ports or places of any such vessels deliver all mails for such port or place into the hands of the Postmaster or such other person at such port or place as the Postmaster General shall authorise to receive the same.

Vessels not to convey dangerous substances.

14. The Contractors shall not convey in any of the vessels employed under this Agreement any nitro-glycerine or other article which shall have been legally declared specially dangerous.

Orders of the Postmaster-General to be obeyed.

15. The Contractors and all commanding and other officers of the vessels employed in the performance of this Agreement and all agents seamen and servants of the Contractors shall at all times punctually attend to the orders and directions of the Postmaster General his officers or agents as to the mode time and place of landing delivering and receiving mails.

Subsidy.

16. And in consideration of the due and faithful performance by the Contractors of all the services hereby agreed to be by them performed the Postmaster General doth hereby covenant that there shall be paid to the Contractors (out of such aids or supplies as may be from time to time provided and appropriated by Parliament for that purpose) so long as they perform the whole of the said services in the manner and with such vessels as herein respectively provided the following sums (that is to say) the sum of 1 s. for every ounce of letters conveyed by them and the sum of 3 d. for every pound of newspapers conveyed by them and the sum of 5 d. for every pound of book-packets or packets of trade patterns conveyed by them and except where otherwise expressly provided none of the duties performed by the Contractors in pursuance of this Agreement shall give them any claim to remuneration beyond the payment hereinbefore specified.

Penalty for delay.

17. Provided always and it is hereby declared that if the duration of any voyage made in pursuance of this Agreement shall exceed the time hereinbefore provided in that behalf by a period equal to or exceeding 12 hours then and in every such case a deduction shall be made from the amount payable to the Contractors in respect of such voyage under the last preceding clause of one-

eighth

eighth part of such amount in respect of each complete period of 12 hours by which such voyage shall exceed the time hereinbefore provided in that behalf so that by way of example if such voyage shall exceed the time hereinbefore provided in that behalf by four complete days no payment shall be made to the Contractors in respect of such voyage.

18. The Postmaster General shall as soon as conveniently may be after the 1st day of January the 1st day of April the 1st day of July and the 1st day of October in every year during the continuance of this Contract cause an account to be made out and signed by the Receiver and Accountant General for the time being of the General Post Office of all sums of money which shall up to the last preceding of such quarterly days have become payable to the Contractors in respect of the carriage of mails in pursuance of the preceding clauses of this Agreement and every account so made out and signed shall as between the parties hereto be conclusive evidence of the facts stated therein and of the amount due to the Contractors as aforesaid and such amount shall be forthwith paid to the Contractors out of such aids or supplies as aforesaid after deducting therefrom any sums of money in respect of forfeitures which the Contractors may have incurred as herein provided.

Account of correspondence to be kept.

19. And it is hereby further agreed and declared between and by the said parties to these presents as follows that is to say :

Disputes to be referred to arbitration.

If at any time during the continuance of this Agreement or after the determination thereof any dispute shall arise between the parties hereto or their executors administrators or successors respectively concerning any breach or alleged breach by or on the part of the Contractors of this Agreement or the sufficiency of any such breach to justify the Postmaster General in putting an end to the same or concerning the amount of consideration to be paid to or allowed by the Contractors as the case may be or concerning any of the covenants matters or things herein contained or in anywise relating thereto and notwithstanding the power herein contained to determine this Agreement and any execution or attempted execution of such power such dispute shall be referred to two arbitrators one to be chosen from time to time by the Postmaster General and the other by the Contractors and if such arbitrators should at any time or times not agree in the matter or question referred to them then such question in difference shall be referred by them to an umpire to be chosen by such arbitrators before they proceed with the reference to them and the joint and concurrent award of the said arbitrators or the separate award of the said umpire when the said arbitrators cannot agree shall be binding and conclusive upon both parties.

20. Any submission to arbitration in pursuance of this Agreement may be made a rule of any of Her Majesty's courts of record pursuant to the statute in that case made and provided on the application of either party.

Any submission hereto may be made a rule of court.

21. The Contractors shall not receive or permit to be received in the United Kingdom for conveyance on board any of the vessels employed under this Agreement any letters other than those contained in Her Majesty's mails the whole postage of which shall belong to Her Majesty and shall be at the disposal of the Postmaster General.

Postage of all mails to belong to Her Majesty.

22. This Agreement shall commence on the 1st day of January 1868 and shall continue in force until the expiration of a written notice given at any time and by either the contractors or the Postmaster General of not less than six calendar months.

Commencement and termination of agreement.

23. All and every the sums of money hereby stipulated to be paid by the Contractors unto Her Majesty her heirs and successors shall be considered as stipulated or ascertained damages whether any damage or loss has or has not been sustained and shall and may be retained by the Postmaster General out of any monies payable or which may thereafter become payable to the Contractors or the payment may be enforced as a debt due to Her Majesty with full costs of suit at the discretion of the Postmaster General provided however that the payment by the Contractors of any sums of money (by way of penalties) shall not in any manner prejudice the right of the Postmaster General to treat the failure (if any) on the part of the Contractors to provide a proper vessel or

Penalties to be considered liquidated damages

to perform any voyage at or within the times hereinbefore in that behalf mentioned as a breach of this Agreement.

Agreement not to be assigned.

24. The Contractors shall not assign underlet or dispose of this Agreement or any part thereof without the consent of the Postmaster General signified in writing under his hand or under the hand of the secretary or one of the assistant secretaries of the Post Office and in case of the same or any part thereof being assigned underlet or otherwise disposed of or of any great or habitual breach of this Agreement or of any covenant matter or thing herein contained on the part of the Contractors their officers agents or servants and whether there be or be not any penalty or sum of money payable by the Contractors for any breach it shall be lawful for the Postmaster General if he shall think fit (and notwithstanding there may or may not have been any former breach of this Contract) by writing under his hand or under the hand of the secretary or one of the assistant secretaries of the Post Office to determine this Agreement without any previous notice to the Contractors or their agents nor shall the Contractors be entitled to any compensation in respect of such determination and such determination shall not deprive the Postmaster General for the time being of any right or remedy to which he would otherwise be entitled by reason of such breach or any prior breach of such Contract.

Voyages to be completed after termination of agreement.

25. If on the determination of this Agreement any vessel or vessels shall have started or shall start with the mails in conformity with this Agreement such voyage or voyages shall be continued and performed and the mails be delivered and received during the same as if this Agreement had remained in force with regard to any such vessels and services and with respect to such vessels and services as last aforesaid this Agreement shall be considered as having terminated when such vessels shall have reached their port or place of destination and such services shall have been performed and the Contractors shall receive the same remuneration in respect of each such voyage as if this Agreement had continued in full force until the termination thereof.

Postmaster-General may delegate his powers.

26. It shall be lawful for the Postmaster General from time to time to delegate all or any of the powers vested in him by virtue of these presents to such person or persons as he shall think fit.

As to notices.

27. All notices or directions which the Postmaster General his officers agents or others are hereby authorised to give to the Contractors their officers servants or agents other than any notice of termination of this Contract may at the option of the Postmaster General his officers agents or others either be delivered to the master of any of the said vessels or any other officer or agent of the Contractors in the charge or management of any vessel employed in the performance of this Agreement or left for the Contractors at their office or last known office in Liverpool and any notices or directions so given or left shall be binding on the Contractors. Provided always that any notice of termination of this Contract shall be served on the Contractors their officers servants or agents at their office or last known office in Liverpool.

Members of Parliament not to be interested in agreement.

28. In pursuance of the provisions contained in the Act of Parliament passed in the 22nd year of the reign of King George the Third intituled "An Act for restraining any person concerned in any Contract Commission or Agreement made for the public service from being elected or sitting and voting as a Member of the House of Commons" no Member of the House of Commons shall be admitted to any share or part of this Agreement or to any benefit to arise therefrom contrary to the true intent and meaning of the said Act.

Agreement to be laid on table of House of Commons.

29. This Agreement shall not be binding until it has lain upon the Table of the House of the Commons for one month without disapproval unless it be previously approved by a resolution of the said House of Commons.

Bond clause.

30. And lastly for the due and faithful performance of all and singular the covenants conditions provisoes clauses articles and agreements hereinbefore contained which on the part and behalf of the Contractors are or ought to be observed performed fulfilled or kept the said William Inman Thomas Langton Birley and Charles Inman do hereby bind themselves their heirs executors and administrators and each of them doth hereby bind himself his heirs executors and administrators unto our Sovereign Lady the Queen in the sum of 5,000 £.

of

of lawful British money to be paid to our said Lady the Queen her heirs and successors by way of stipulated or ascertained damages agreed upon between the said Postmaster General and the said William Inman Thomas Langton Birley and Charles Inman over and above any other sum or sums if any which may be payable in case of the failure of the said Contractors in the due execution of this Agreement or any part thereof.

In witness whereof the said parties to these presents have hereunto set their hands and seals the day and year first above written.



MONTROSE.



T. LANGTON BIRLEY.



WILLIAM INMAN.

CHAS. INMAN.



Signed sealed and delivered by the within-named James Duke of Montrose Her Majesty's Postmaster General in the presence of

J. L. Du Plat Taylor
Private Secretary.

Signed sealed and delivered by the within-named William Inman in the presence of

J. D. Rich
Controller Post Office Liverpool.

Signed sealed and delivered by the within-named Thomas Langton Birley in the presence of

J. D. Rich
Controller Post Office Liverpool.

Signed sealed and delivered by the within-named Charles Inman in the presence of

J. D. Rich
Controller Post Office Liverpool.

— No. 3. —

NORTH AMERICAN MAILS.

ARTICLES OF AGREEMENT made the 3rd day of December in the year of our Lord 1867 between the Most Noble James Duke of Montrose Her Majesty's Postmaster General (for and on behalf of Her Majesty) of the one part and Sir Edward Cunard of New York in the United States of America Baronet John Burns of Glasgow in that part of Great Britain called Scotland Merchant and Charles MacIver of Liverpool in the County Palatine of Lancaster Merchant hereinafter designated "the Contractors" of the other part.

WITNESS that in consideration of the payments hereinafter stipulated to be made to the Contractors the Contractors do for themselves their heirs executors and administrators and each and every of them for himself his heirs executors and administrators doth hereby covenant promise and agree to and with Her Majesty's Postmaster General his executors administrators successors and assigns Her Majesty's Postmaster General for the time being in manner following (that is to say) :—

Contractors to convey mails.

1. The Contractors their executors and administrators shall and will during the continuance of this Contract diligently faithfully and to the satisfaction of the said Postmaster General for the time being and with all possible speed convey Her Majesty's Mails (in which designation all bags boxes or packets of letters

letters newspapers books or printed papers and all other articles transmissible by the post without regard either to the place to which they may be addressed or to that in which they may have originated and all empty bags empty boxes and other stores and articles used or to be used in carrying on the Post Office service which shall be sent by or to or from the Post Office are agreed to be comprehended) which shall at any time or times and from time to time by Her Majesty's Postmaster General or any of the officers or agents of the said Postmaster General be required to be conveyed between England and North America as hereinafter mentioned by means of a sufficient number of good substantial and efficient steam vessels.

2. The Contractors their executors or administrators shall and will for the performance of the services between England and North America at all times at their own cost provide and keep seaworthy and in complete repair from the commencement and during the continuance of this Contract a sufficient number of good substantial and efficient steam vessels and at the like cost adequately provide and furnish all and every the vessels to be and while employed in the performance of this Contract with all necessary and proper tackle stores oil tallow fuel provisions machinery engines anchors cables boats fire pumps and all other proper and requisite means for extinguishing fire lightning conductors charts chronometers proper nautical instruments and all other furniture and apparel and whatsoever else may be requisite and necessary for equipping the said vessels and rendering them constantly efficient for the said services.

Vessels to be furnished with machinery, tackle, &c.

And manned with certificated officers, &c.

And a Medical Officer, &c.

When vessel to leave Liverpool for New York.

When vessel to leave New York for Liverpool.

Vessels to call at Queenstown.

Postmaster General at liberty to alter times of departure.

And to delay departure of vessel from port for any period not exceeding 24 hours.

Vessels to be provided with place of deposit for mails and a sorting room if required.

3. Each and every of the said vessels shall at the like cost be manned with competent officers with appropriate certificates granted pursuant to the Act 17 & 18 Vict. c. 104 or to the Act or Acts in force for the time being relative to the granting certificates to officers in the merchant service and also with competent engineers and a sufficient crew of able seamen and other men and with a competent surgeon to be subject to the approval of the Postmaster General.

4. From and after the 1st day of January 1868 and thenceforward during the continuance of this Contract one of such vessels so equipped and manned with Her Majesty's mails on board shall on every Saturday at such hour as the said Postmaster General shall at any time or from time to time appoint proceed from Liverpool aforesaid without loss of time to New York in the said United States and another of such vessels with Her Majesty's mails on board shall on every Wednesday at such hour as the said Postmaster General shall at any time or from time to time appoint proceed from New York aforesaid to Liverpool aforesaid.

5. Each of the said vessels proceeding from or returning to Liverpool shall call and receive and deliver mails at Queenstown in Ireland.

6. The said Postmaster General for the time being shall be at liberty and have full power from time to time without making any compensation to the Contractors to alter the day and hour for the said vessels leaving all and every or any of the said places from whence the said mails are to be conveyed on giving three months notice in writing under his hand or the hand of the secretary or one of the assistant secretaries of the Post Office to the Contractors their executors or administrators It being nevertheless expressly understood that the said Postmaster General or any of his officers or agents shall be at liberty and have full power at any time during the continuance of this Contract to direct that any one or more of such vessels so conveying Her Majesty's mails from any of the said ports or places shall delay her or their departure for any period not exceeding 24 hours beyond the period which may have been previously fixed for the departure of such vessel or vessels and a letter addressed to the commander of the vessel so to be delayed shall be a sufficient authority for such detention.

7. The Contractors shall provide at their own cost on board each of the vessels to be employed under this Agreement to the satisfaction of the Postmaster General a proper and convenient place of deposit for the mails with secure lock and key and also a separate and convenient room for the purpose of sorting and making up the mails and shall provide in such room all such furniture lamps fittings and other conveniences as shall be necessary and all such

such furniture lamps fittings and other conveniences shall be from time to time cleansed and kept in repair and the oil for the lamps supplied by the servants and at the cost of the Contractors and the services of the crew shall from time to time be given for the conveyance of the mails between the mail room and the sorting room.

8. The Contractors their executors and administrators shall receive and allow to remain on board on each of the vessels to be employed in the performance of this Contract while they are so employed and also while remaining at any port or place to or from which mails are to be conveyed under this agreement whether any such vessel shall for the time being be with or without mails on board an officer to be appointed by the Postmaster General to take charge of Her Majesty's mails and also such other officers in the service of the Postmaster General as shall be reasonably required for the purpose of sorting such mails during the voyage of such vessel.

Mail officer and sorters to be conveyed on board vessels.

9. A suitable first-class berth with appropriate bed bedding and furniture shall at the cost of the Contractors their executors and administrators be provided and appropriated by them for the exclusive use and accommodation of the officer for the time being in charge of the said mails and such officer shall be victualled by the Contractors their executors and administrators as a chief cabin passenger without any charge either for his passage or victualling and the Contractors their executors and administrators shall also at their own cost provide suitable berths for the accommodation as fore-cabin passengers of the other officers employed to sort and make up the said mails and such last-mentioned officers shall be duly victualled by the Contractors their executors and administrators as fore-cabin passengers without any charge being made either for their passage or victualling.

And to be provided with all proper accommodation.

10. If the said Postmaster General shall at any time during the continuance of this Contract think fit to entrust the charge and custody of Her Majesty's mails to the commander or commanders of all or any of the vessels to be employed in the performance of this Contract such commander or commanders shall take due care thereof and shall make the usual declarations required or which may hereafter from time to time or at any time be required by Her Majesty's Postmaster General in such or similar cases and furnish such journals returns and information to and perform such services as the Postmaster General or his agents may require and such commander or commanders having the charge of such mails shall immediately on the arrival at any of the said ports and places of any vessel so conveying the said mails himself deliver Her Majesty's mails into the hands of the postmaster of the port or place where such mails are to be delivered or into the hands of such other person as the said Postmaster General shall authorise and direct to receive the same.

Postmaster General may entrust mails to commander of vessel who is to make usual declaration and receive and deliver mails, &c.

11. The Contractors shall not convey in any of the vessels employed under this agreement any nitro-glycerine or other article which shall have been legally declared specially dangerous.

Dangerous articles not to be conveyed.

12. At each and every of the said ports or places where any of the said vessels are to proceed the said officer or such other person having or authorised to have the charge of the said mails shall whenever and as often as deemed by him practicable or necessary be conveyed on shore and also from the shore to the steam vessel employed for the time being in the performance of this Contract together with or (if the duty of such officer or person renders it necessary) without Her Majesty's mails in a suitable boat of not less than four oars to be provided and properly manned and equipped by the Contractors.

At all places to which vessels proceed, officer to be conveyed to and from the shore.

13. If any vessel having Her Majesty's mails on board shall stop linger or deviate from the direct course on her voyage or shall delay starting at exact time or shall put back into port after starting then and in each and every of such cases and as often as the same shall happen the Contractors their executors and administrators shall and will pay unto Her Majesty her heirs and successors the sum of 100 £. and if a vessel which ought to leave Liverpool for New York in the performance of this Contract shall not proceed on her voyage for 12 hours after the proper and appointed time the Contractors their executors and administrators shall and will so often as any such omission shall happen pay unto Her Majesty her heirs and successors the sum of 500 £. and also the further sum of 500 £. for every successive period of 12 hours which shall elapse

Penalties for deviating, delaying departure, &c.

until such vessel shall proceed on her voyage in the performance of this Contract Provided always that if it shall be shown to the satisfaction of the Postmaster General that such delay or deviation or such failure to start was caused by circumstances not within the control of the Contractors the payment of the said penalties shall not be enforced.

Contractors and their agents to attend to orders of Postmaster General or officers as to landing, &c., mails.

14. The Contractors and all commanding and other officers of the vessels to be employed in the performance of this Contract and all agents seamen and servants of the Contractors shall at all times during the continuance of this Contract punctually attend to the orders and directions of the said Postmaster General or of any of his officers or agents as to the mode time and place of landing delivering and receiving mails.

Sums to be paid by Contractors to be considered stipulated damages.

15. All and every the sums of money hereby stipulated to be paid by the Contractors their executors or administrators unto Her Majesty her heirs and successors shall be considered as stipulated or ascertained damages and should the same or any of them become payable and not be discharged forthwith on the application of the said Postmaster General or his agents each and every of such sums of money may be deducted and retained by the said Postmaster General out of the monies payable to the Contractors their executors or administrators under this Contract or the payment thereof enforced with full costs of suit at the discretion of the said Postmaster General.

On requirement of Postmaster General, &c., a limited number of officers in the navy, army, or civil service with wives, &c., to be received on board as chief cabin passengers.

16. The Contractors shall and will when and as often as in writing they or the masters or commanders of their respective vessels shall be required so to do by the said Postmaster General or by the Lords Commissioners of the Admiralty or by any officers or agents acting on his or their authority (such writing to specify the rank or description of the person or persons to be conveyed and the accommodation to be provided for him or them) receive provide for victual and convey on board each and every or any of the vessels to be employed in the performance of this Contract (in addition to the officers or other persons authorised to have the charge of the said mails and to sort and make up the same) any officers in the Navy Army or Civil Service of Her Majesty not exceeding four in any one ship as chief cabin passengers with their wives and families and any persons not exceeding four in any one ship as fore cabin passengers with their wives and families together with servants of both chief and fore cabin passengers and any number of seamen marines soldiers or artificers not exceeding 10 in any one ship with their wives and families as deck passengers to be always provided with adequate protection from rain sun and bad weather and not exposed on deck without such competent shelter as long notice as practicable being given to the Contractors when accommodation shall be required for the wives or children of such officers or other persons.

And of fore-cabin passengers with wives, &c., and servants.

And of seamen, marines, soldiers, or artificers, &c., as deck passengers, with effectual protection from rain, &c.

What class of passengers they are to be considered.

17. Commissioned officers their wives and families shall be considered as chief cabin passengers non-commissioned officers their wives and families as fore cabin passengers and seamen marines private soldiers artificers and their wives and families as deck passengers and the said servants (in respect of accommodation) as the servants of chief cabin passengers.

Baggage space for officers (except Royal Engineers).

18. Each field officer and every naval officer of equal or superior rank shall be allowed 90 cubic feet of space in measurement for baggage provided (except in the case of the Royal Engineers such allowance shall not exceed 18 cwt. in weight and all other officers in Her Majesty's Naval and Military Service and officers in the Civil Service 60 cubic feet each and that (except in the case of the Royal Engineers) such allowance shall not exceed 12 cwt. in weight.

Baggage space for Royal Engineers.

19. The Royal Engineers shall be allowed the same measurement but to extend in weight to 27 cwt. for field officers and 18 cwt. for every other officer of the Royal Engineers.

Baggage space for Royal Artillery, &c., and married officers.

20. Soldiers of the Royal Artillery and Sappers and Miners and their wives shall be allowed six cubic feet each for baggage and all married officers when accompanied by their wives or families a further allowance not exceeding one-half of that before mentioned according to their rank and corps.

Conveyance of field pieces and hammocks.

21. For every company of the Royal Artillery embarked there shall be conveyed free of all charge the proper proportion of light field pieces if required and any hammocks and bedding which may be sent out for the use of the troops or other

other persons embarked shall be placed in charge of the officer authorised to have charge of Her Majesty's mails and be brought back to England if required free of any charge for freight.

22. The victualling of officers their wives and families conveyed as chief cabin passengers shall be the same as is usually allowed by the Contractors to chief cabin passengers their wives and families the victualling of non-commissioned officers their wives and families conveyed as fore cabin passengers shall be the same as is allowed to the boatswain and carpenter of the Contractors' steam ships and the victualling of seamen marines soldiers and artificers their wives and families conveyed as deck passengers shall be the same as is allowed to the seamen of the Contractors' steam ships and the victualling of the servants of officers whether chief or fore cabin passengers shall be the same as the servants of other chief and fore cabin passengers.

As to victualling of Government passengers.

23. The passage money shall be paid (in full of all charges for mess including a pint of port or good foreign white wine, and one bottle of malt liquor per day for each officer conveyed as a chief cabin passenger and one gill of spirits for each non-commissioned officer seaman marine soldier artificer and servant conveyed as a fore cabin or a deck passenger at and after the rates mentioned in the following Table :—

Rates of passage money which is to be in full for mess wines, &c., and what the mess is to include.

TABLE OF RATES OF PASSAGE.

	Chief Cabin Passengers.				Fore Cabin Passengers.				Deck Passengers.			
	Officer.	Lady.	Children between 8 and 12 Years of Age.	Children between 3 and 8 Years of Age.	Man.	Woman.	Children between 8 and 12 Years of Age.	Children between 3 and 8 Years of Age.	Man.	Woman.	Children between 8 and 12 Years of Age.	Children between 3 and 8 Years of Age.
Rate from Liverpool to New York - -	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.
	30 -	26 -	12 10	6 5	20 -	20 -	10 -	5 -	10 -	10 -	4 10	2 10
Rate from New York to Liverpool - -	30 -	24 -	12 -	6 -	15 -	15 -	7 10	3 15	10 -	10 -	4 10	2 10

MEMORANDUM.—Children under three years of age to be carried free, and male servants to be charged one-half; and female servants two-thirds of the rates charged for the officers.

24. The payment of the passage ordered at the expense of the public for any person shall only be made on the production of the order for the passage and of a certificate from the person in the following form namely

Certificate for
passage money.

“ I hereby certify that on the _____ I embarked at _____
as a _____ passenger on board the mail steam packet _____ for _____
a passage to _____ and landed at _____ on the _____ ”
To this certificate the following addition is to be made in every case of a
male cabin passenger namely _____

"I further certify that the first dinner meal taken on board was on the _____ and the last dinner meal on the _____"

"Dated this _____ day of _____, 19____."

And the correctness of the dates must be corroborated by the master of the packet adding underneath the passenger's signature.

"The dates inserted in this certificate are correct.

“ (Signature)

“Master of the Packet.”

25. The passage money for the families and wives of officers shall be paid to the Contractors by the officers themselves at rates never exceeding those contained in the before-mentioned table.

The passage money for families and wives of officers to be paid by officers, and what the rate is to be.

26. The passengers herein-before mentioned or referred to are to be exclusive of any men to be sent home under the provisions of the Act 11 Geo. 4, c. 20,

Passengers exclu-
sive of men under
11 Geo. 4, c. 20.

the rate of passage for whom is to be and to be paid for in accordance with the provisions of that Act.

Soldiers as deck passengers to have adequate protection from rain, &c.

27. Whenever the Contractors shall convey any soldiers as deck passengers other than those specially provided for by this Contract the Contractors shall provide them with adequate protection from rain sun and bad weather and they shall not be exposed on deck without competent shelter.

Small packages to be received on board as Admiralty, &c., may direct.

28. The Contractors their executors or administrators shall and will receive on board each and every of the said vessels employed in the performance of this Contract any number of small packages containing astronomical instruments charts medicines wearing apparel or other articles and convey the same to and from and between all or any of the said ports or places to or from which Her Majesty's mails are to be conveyed in the performance of this contract when and as often as directed by the said Postmaster General or the Lords Commissioners of the Admiralty or his or their agents duly authorised free from all costs and charges and also shall and will receive on board each and every of the said vessels and convey to and from and between all or any of the same ports or places any naval or other stores not exceeding five tons in weight at any time at the usual rate of freight charged by the Contractors for private goods (but which shall never be more than after the rate of 5 *l.* per ton) on receiving from the said Postmaster General or the Lords Commissioners of the Admiralty or any of his or their officers or agents two days' previous notice of its being his or their intention to have such stores so conveyed.

Limited quantity of stores to be conveyed and delivered at rates as for private goods on two days' notice.

Payment to Contractors for service.

29. And the said Postmaster-General in consideration of the premises and of the Contractors their executors and administrators and their officers servants and agents at all times during the continuance of this contract strictly and punctually performing the services herein-before contracted to be performed and the covenants and agreements hereby entered into by them the Contractors doth for and on behalf of Her Majesty Her heirs and successors agree with the Contractors their executors and administrators that the said Postmaster General on behalf of Her Majesty will pay or cause to be paid to the Contractors their executors and administrators (out of such aides or supplies as may be from time to time provided and appropriated by Parliament for that purpose) a sum after the rate of 80,000 *l.* per annum by quarterly payments and with a proportionate part thereof should such respective services terminate on any other day than a day of quarterly payment the first quarterly payment to become due on the first day of April 1868. Provided always that the amount of all sums of money which the Contractors may and ought to receive from the Postmaster General of the United States or from any other person in respect of the conveyance by the Contractors during the continuance of this Contract of any mails from New York to Queenstown and Liverpool shall be paid over by the Contractors to Her Majesty's Postmaster General or may be deducted by Her Majesty's Postmaster General from any payments from time to time to become due to the Contractors in pursuance of this Agreement.

This Contract to commence on the 1st January 1868.

30. And it is hereby agreed and declared that this Contract shall commence on the 1st day of January 1868 and shall continue in force until the 31st day of December 1868 and shall then determine but not so as to prevent either of the said parties availing themselves of this Contract for recovering any sum or sums of money or damages should there have been any breach of this Contract previously to such determination.

Admiralty may purchase or charter vessels at a rate to be settled by arbitration in case of difference.

31. The Lords Commissioners of the Admiralty shall at any time during the continuance of this Contract if they shall consider it necessary for the public interest have power and be at liberty to purchase all or any of the said vessels at a valuation or to charter the same exclusively for Her Majesty's service at a rate of hire to be mutually fixed and agreed on by them and the said Contractors but if any difference should at any time or times arise as to the amount of valuation or hire so to be paid such difference shall be referred to two arbitrators one to be chosen by the said Commissioners and the other by the Contractors or to an umpire to be chosen by such arbitrators before they proceed with the reference to them and the said Commissioners in the case of hiring any such vessel shall return the same to the Contractors in the same state and condition as she was in at the time of any such hiring reasonable wear and

and tear excepted and if any difference should arise upon that point the same shall be settled in the same manner as the amount for the hiring is to be settled in case of difference And it is further agreed that in case of such purchase or hire the service hereby contracted to be performed shall be performed by other vessels of the Contractors of a similar description to the vessel or vessels purchased or hired if they can in due and proper time furnish them and in the event of the said Contractors being allowed by the Postmaster General to continue to perform only a portion of the service there shall be paid to the said Contractors such sum of money as shall be agreed upon by the said Postmaster General and the said Contractors and in case of their differing as to the amount the difference to be settled by two arbitrators or an umpire to be chosen respectively by the said Postmaster General and the Contractors in manner aforesaid and the joint and concurrent award of the said arbitrators or the separate award of the said umpire when the said arbitrators cannot agree shall be binding and conclusive upon both parties and it is hereby agreed that any submission which may be made to arbitration in pursuance of this Contract shall be made a rule of Her Majesty's Court of Exchequer pursuant to the Statute in that case made and provided and that any witnesses examined upon any reference may be examined upon oath.

Submission to arbitration may be made a rule of the Court of Exchequer.

32. And it is hereby agreed that if at any time, and so long as the Contractors shall make it appear to the satisfaction of the Commissioners of Her Majesty's Treasury for the time being (but not otherwise) that from any change in the relations between this kingdom and any foreign State or from war or other causes distinctly of a public and national character to be judged of by the same Commissioners the rate of insurance for steam vessels and the freight payable by the Contractors for coals which may be used in the performance of this Contract and the rate of insurance on such coals shall have been raised above the rates actually payable for the same at the date of this Contract the Contractors shall be paid an additional sum of money according to the increase of the said rates but the said additional sum of money for freight shall be paid in respect of 40,000 tons of coal per annum and no more and the amount of any additional sum of money to be paid in any case or under any circumstances either for insurance and freight or otherwise shall not exceed the rate of 40,000 £. per annum but in no case whatever shall any additional sum be paid unless it shall have been proved to the satisfaction of the said Commissioners that such additional expenses equal to the amount claimed have been actually and bonâ-fide incurred and paid by the Contractors.

When additional sum of money is to be paid for insurance and freight.

33. And it is hereby further agreed and provided that the Contractors their executors or administrators shall not assign underlet or otherwise dispose of this Contract or any part thereof and that in case of the same or any part thereof being assigned underlet or otherwise disposed of or of any breach of this Contract on the part of the Contractors their executors or administrators it shall be lawful for the said Postmaster General if he think fit and notwithstanding there may or may not have been any former breach of this Contract by writing under his hand or under the hand of the secretary or one of the assistant secretaries of the Post Office for the time being to determine this Contract without any previous notice to the Contractors their executors or administrators or their agents nor shall the Contractors their executors or administrators be entitled to any compensation in consequence of such determination but even if this Contract be so determined the payment of the sum of money hereinafter agreed to be made shall be enforced should the same be not duly paid by the Contractors.

Contract not to be assigned, &c.

In case of assignment, &c., or breach Postmaster General may determine Contract without previous notice or compensation.

34. And it is also agreed that the notices or directions which the Postmaster General or his officers agents or other persons are hereby authorised and empowered to give to the Contractors their executors or administrators officers servants or agents may at the option of the Postmaster General or his officers agents or other persons be either delivered to the master or commander or other officer agent or servant of the Contractors their executors or administrators in the charge or management of any vessel to be or while employed in the performance of this Contract or be left at the last known place of business or abode in England or Scotland or America either of the said Sir Edward Cunard or John Burns or Charles MacIver their executors or administrators And any notices or directions so given or left shall be as binding on the said

As to the services of notices.

Sir Edward Cunard John Burns and Charles MacIver their executors or administrators as if duly served upon or left with them.

If when this contract terminates any vessel should have started or should start voyage to be continued free of charge as if Contract remained in force.

35. And it is hereby agreed that if when this Contract or any part thereof terminates any vessel or vessels should have started or should start with the mails in conformity with this Contract such voyage or voyages shall be continued and performed and the mails be delivered and received during the same as if this Contract remained in force with regard to any such vessels and services but the Contractors shall not be entitled to any payment or compensation for the same.

No Member of Parliament entitled to any share of Contract.

36. And in pursuance of the directions contained in a certain Act of Parliament made and passed in the 22nd year of the reign of King George the Third intituled "An Act for restraining any Person concerned in any Contract Commission or Agreement made for the public Service from being elected or sitting and voting as a Member of the House of Commons" it is hereby expressly declared and agreed and these presents are upon this express condition and the Contractors do covenant for themselves their heirs executors and administrators that no Member of the House of Commons shall be admitted to any share or part of this Contract or agreement or to any benefit to arise therefrom contrary to the true intent and meaning of the said Act.

Contractors bound in 25,000 £. for due performance of Contract.

37. And lastly for the due and faithful performance of all and singular the covenants conditions provisoes clauses articles and agreement hereinbefore contained which on the part and behalf of the Contractors their heirs executors and administrators are or ought to be observed performed fulfilled or kept the said Sir Edward Cunard John Burns and Charles MacIver do hereby bind themselves their heirs executors and administrators and each of them doth hereby bind himself his heirs executors and administrators unto our Sovereign Lady the Queen in the sum of 25,000 £. of lawful British money to be paid to our said Lady the Queen Her heirs and successors by way of stipulated or ascertained damages agreed upon between the said Postmaster General and the said Sir Edward Cunard John Burns and Charles MacIver (over and above any other sum or sums if any which may be payable) in case of the failure of the said Sir Edward Cunard John Burns and Charles MacIver their heirs executors or administrators in the due execution of this Contract or any part thereof.

In witness whereof the said parties to these presents have hereunto set their hands and seals the day and year first above written.

Signed sealed and delivered by the within-named James Duke of Montrose Her Majesty's Postmaster General in the presence of

J. L. Du Plat Taylor
Private Secretary.

MONTROSE.

L. S.

Signed sealed and delivered by the within-named Sir Edward Cunard in the presence of

Signed sealed and delivered by the within-named John Burns in the presence of

Edwin Winter
Solicitor's Department,
General Post Office,
London.

JOHN BURNS.

L. S.

Signed sealed and delivered by the within-named Charles MacIver in the presence of

— No. 4. —

CONTRACT OF 4 DECEMBER 1867.

HALIFAX MAILS.

ARTICLES OF AGREEMENT made the 4th day of December in the year of our Lord 1867 between the Most Noble James Duke of Montrose Her Majesty's Postmaster General for the time being of the first part William Inman of Liverpool in the county of Lancaster (which said William Inman and his executors and administrators are hereinafter described "the Contractors") of the second part and Thomas Langton Birley of Carr Hill Kirkham in the county of Lancaster Esquire and Charles Inman of Liverpool aforesaid of the third part witness that the said William Inman for himself his heirs executors and administrators doth hereby covenant with the Postmaster General his executors administrators successors and assigns Her Majesty's Postmasters General for the time being in manner following (that is to say):—

1. THE Contractors will faithfully convey or cause to be conveyed by good and sufficient steam vessels all Her Majesty's mails (which designation shall for the purposes of this Contract be considered as including all bags boxes or packets of letters newspapers books or printed papers and all other articles transmissible by post without regard either to the place to which they may be addressed or to that in which they may have originated) also all empty bags empty boxes and other stores and articles used or to be used in carrying on the Post Office service which shall be sent by or to or from the Post Office which the Postmaster General or any of his officers or agents shall require to be conveyed during the months of January February March April May and June 1868 from the port of Queenstown in Ireland to the port of Halifax in Nova Scotia on every alternate Sunday and from Halifax to Queenstown on every alternate Friday at such hours as the Postmaster General shall appoint and shall and will at their own costs and charges duly receive and safely deliver such Her Majesty's mails at Queenstown and Halifax respectively.

2. The Contractors will on Sunday the 5th day of January 1868 and thenceforward on every alternate Sunday during the continuance of this Contract at such hour as the Postmaster General shall appoint provide at the said port of Queenstown a good and sufficient steam vessel in every respect ready for sea for the conveyance of the said mails and such vessel shall immediately after Her Majesty's mails are put on board proceed without loss of time direct to Halifax and will on Friday the 3rd day of January 1868 and thenceforward on every alternate Friday during the continuance of this Contract at such hour as the Postmaster General shall appoint provide at the said port of Halifax a good and sufficient steam vessel in every respect ready for sea for the conveyance of the said mails and such vessel shall immediately after Her Majesty's mails are put on board proceed without loss of time direct to Queenstown and every such voyage from Queenstown to Halifax or from Halifax to Queenstown shall be completed within the period of 288 hours.

3. A separate and secure place of sufficient size protected from leakage and under lock and key shall be provided in each of such steam vessels for the deposit and safe custody of Her Majesty's mails and the place so provided shall be subject to the approval of the Postmaster General for the time being or of such person as he shall appoint to inspect and approve the same and the masters or commanders of such vessels shall take due care of and the Contractors shall be responsible for the receipt and delivery of the said mails and each of such masters or commanders shall make the usual declaration or declarations required or which may hereafter be required by the Postmaster General in such and similar cases and furnish such journals returns and information to and perform such services as the Postmaster General or his agents

may require and every such master or commander or officer duly authorised by him having the charge of mails shall immediately on the arrival at Halifax or Queenstown of every such vessel deliver all mails into the hands of the Postmaster or such other person at such places respectively as the Postmaster General shall authorise to receive the same.

4. The Contractors shall not convey in any of the vessels employed under this Agreement any nitro-glycerine or other article which shall have been legally declared specially dangerous.

5. The Contractors and all commanding and other officers of the vessels employed in the performance of this Agreement and all agents seamen and servants of the Contractors shall at all times punctually attend to the orders and directions of the Postmaster General his officers or agents as to the mode time and place of landing delivering and receiving mails.

6. All the costs and charges of providing the vessels to be employed under this Contract and the furniture and tackle thereof and the keeping the same vessels seaworthy and in repair and all the salaries and wages of the officers seamen and servants employed in or about the management thereof and all the sea and other risks port charges duties pilotage insurances and every other expense whatever relative to the same shall be wholly paid and borne by the Contractors.

7. The Contractors shall not receive or take or permit or suffer to be received or taken on board any or either of such vessels any letters for conveyance other than such as shall be contained in Her Majesty's mails save and except such letters as are by law exempt from the exclusive privilege of the Postmaster General nor any mails for conveyance on behalf of any colony or foreign country without the consent of the Postmaster General and in case of any such default respectively the Contractors shall be liable to be proceeded against for a breach of this Agreement.

8. And in consideration of the due and faithful performance by the Contractors of all the services hereby contracted to be by them performed the Postmaster General doth hereby covenant that there shall be paid to the Contractors (out of such aids or supplies as may be provided and appropriated by Parliament for that purpose) for each voyage with the mails under this Agreement from Queenstown to Halifax or from Halifax to Queenstown the sum of 375*l*.

9. It shall be lawful for the Postmaster General by writing under his hand or under the hand of the Secretary or one of the Assistant Secretaries of the Post Office at any time to determine and put an end to this Agreement without any previous notice in case of the breach thereof in any respect by the Contractors and the Contractors shall not be entitled to any compensation by reason of such determination and such determination shall not deprive the Postmaster General of any right or remedy to which he would otherwise be entitled by reason of such breach or any prior breach of this Agreement nor shall it interfere with the completion of any voyage which may have been commenced at the time of such determination.

10. If at the expiration of the month of June 1868 any vessel or vessels shall have been started with the mails from Queenstown or Halifax under this Agreement such vessel or vessels shall deliver such mails in conformity with this Agreement which shall be considered to terminate on the arrival of such last-mentioned vessel or vessels at Halifax or Queenstown.

11. All notices or directions which the Postmaster General his officers agents or others are hereby authorised to give to the Contractors their officers servants or agents may either be delivered to the master or commander of any of the said vessels or other officer or agent of the Contractors in the charge or management of any vessel employed in the performance of this Agreement or left for the Contractors or sent by post addressed to them at their office or house of business in Liverpool or any other place and being so given or left shall be binding on the Contractors but any notice of termination of this
Contract

Contract shall be served on the Contractors their officers servants or agents at their office or last known office in Liverpool.

12. The Contractors shall not assign underlet or otherwise part or dispose of this Agreement or any part thereof without the consent of the Postmaster General in writing for that purpose.

13. In pursuance of the directions contained in the Act of Parliament passed in the 22nd year of the reign of King George the 3rd intituled "An Act for restraining any person concerned in any contract commission or agreement made for the public service from being elected or sitting and voting as a Member of the House of Commons" no Member of the House of Commons shall be admitted to any share or part of this Agreement or to any benefit to arise therefrom contrary to the true intent and meaning of the said Act.

14. And lastly for the due and faithful performance of all and singular the covenants conditions provisoes clauses articles and agreements hereinbefore contained which on the part and behalf of the Contractors are or ought to be observed performed fulfilled and kept the said William Inman Thomas Langton Birley and Charles Inman do hereby bind themselves their heirs executors and administrators and each of them doth hereby bind himself his heirs executors and administrators unto our Sovereign Lady the Queen in the sum of 5,000*l.* of lawful money of the United Kingdom to be paid to our said Lady the Queen her heirs and successors by way of stipulated or ascertained damages hereby agreed upon between the Postmaster General and the said William Inman Thomas Langton Birley and Charles Inman in case of the failure on the part of the Contractors in the due execution of this Agreement or any part thereof.

In witness whereof the said parties to these presents have hereunto set their hands and seals the day and year first above written.

Signed sealed and delivered by the within-named
James Duke of Montrose Her Majesty's Postmaster
General in the presence of

MONTROSE.

L. S.

J. L. Du Plat Taylor,
Private Secretary.

Signed sealed and delivered by the within-named
William Inman in the presence of

WILLIAM INMAN.

L. S.

J. D. Rich,
Controller, Post Office, Liverpool.

Signed sealed and delivered by the within-named
Thomas Langton Birley in the presence of

T. LANGTON BIRLEY.

L. S.

J. D. Rich,
Controller, Post Office, Liverpool.

Signed sealed and delivered by the within-named
Charles Inman in the presence of

CHAS. INMAN.

L. S.

J. D. Rich,
Controller, Post Office, Liverpool.

— No. 5. —

COPY of TREASURY MINUTE, dated 5 December 1867.

LET copies of the Contracts entered into between the Postmaster General and the North German Lloyd, the Liverpool, New York, and Philadelphia Steam Ship Company and Messrs. Cunard Burns and MacIver, for the conveyance

veyance of mails to New York, and also of the Contract entered into between the Postmaster General and the Liverpool, New York, and Philadelphia Steam Ship Company for the conveyance of mails to Halifax, be laid upon the Table of the House of Commons.

Let copies also of the Correspondence relating to the conveyance of these mails, which sufficiently sets forth the grounds upon which my Lords have authorised the above-named Contracts, be laid upon the Table of the House.

— No. 6. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 8 February 1866.

THE contract made by the Admiralty with Messrs. Cunard, Burns and MacIver, on the 24th June 1858, for the conveyance of the North American and Bahamas mails can be terminated in January 1868, if 12 months' notice be given to the contractors immediately after the 1st January 1867; and, as it appears to me desirable to submit this service to public competition, I request the authority of your Lordships for informing Messrs. Cunard, Burns, and MacIver that, when the proper time arrives, the notice will be served, and for advertising the service forthwith.

In suggesting this course, I think it right to refer to the letter which my predecessor, the Duke of Argyll, addressed to the Treasury on the 14th November 1857,* when the question of renewing the Contract for the North American service was under consideration.

The Contract then in force would have expired in 1862, and, if it had been allowed so to terminate and the service had been advertised, as proposed by the Duke of Argyll, I think it highly probable that instead of the annual loss which has been incurred, amounting to about 100,000 *l.* a year, tenders would have been received from parties willing to carry the mails for at least a large part of the service, viz., that between this country and New York, for the amount of sea postage, and that thus during the six years a very large saving might have been effected.

Indeed, previous to that time, offers had been made by Mr. William Inman, of Liverpool, on behalf of the Liverpool, New York, and Philadelphia Steam Ship Company, to convey mails weekly to and from America for the amount of the sea postage, and the vessels of that Company have since continued to run weekly with great regularity, and have, as often as permitted, carried the mails on behalf of the United States Post Office, the Company receiving as their remuneration the sea postage only.

I entertain hopes that, should this service be now advertised, the tenders for it will show that so large a reduction may be made in its cost, as not only to render the service self-supporting, but to make it practicable considerably to reduce the present rate of postage to the United States.

The Lords Commissioners
of the Treasury.

I have, &c.
(signed) *Stanley of Alderley.*

— No. 7. —

The Secretary to the Treasury to the Postmaster General.

My Lord,

Treasury Chambers, 4 April 1866.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to state that, in accordance with the recommendation contained in your Lordship's letter of the 8th February last, my Lords are pleased to authorise you to inform

* This letter will be found at p. 43 of Paper 184, presented to Parliament in 1859, Session 2.

inform Messrs. Cunard, Burns, and MacIver that, when the proper time arrives, notice will be served for the termination in January 1868 of the Contract made with them by the Admiralty for the conveyance of the North American and Bahamas mails.

My Lords are also pleased to approve of the service in question being advertised forthwith.

The Postmaster General,
&c. &c. &c.

I am, &c.
(signed) *Hugh C. E. Childers.*

— No. 8. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 26 April 1866.

IN accordance with the authority given in your Lordships' letter of the 4th instant, Messrs. Cunard, Burns, and MacIver, and the executors of the late Sir Samuel Cunard, have been informed that, at the proper time, notice will be given to them that their several Contracts for packet services to the United States, Nassau, Newfoundland, Bermuda, and St. Thomas, will be brought to an end. It now, therefore, remains for me to report, for your Lordships' consideration, the measures most desirable, in the public interest, to adopt for the future regulation of these services.

As regards the main service, viz., that between this country and the United States, I am of opinion that it is not expedient to enter into a new contract, either with Messrs. Cunard & Co. or with any other party, like that now existing; and, in place of it, I advise that I should be empowered in due time to make arrangements with the owners of well-appointed ships leaving this country on stated days, weekly, for the conveyance of the outward mails to New York, subject to a penalty in any case of omission, on the understanding that all letters, &c., for the United States ready for despatch on any such day shall be sent by such owner's ship, and that a payment for them shall be made equal to the whole sea postage, if the voyage be performed within a certain time, and equal to a smaller sum, according to a fixed scale, in cases of overtime.

Under such an arrangement, I think it probable, looking at the great commercial intercourse between the two countries, that a daily mail might be established.

So large a part of the American correspondence is for New York, or for places readily served from that city, that, in my opinion, it is desirable no longer to send the mails, as at present, alternately to Boston, but always to New York.

Another alteration which I would suggest, and which it is convenient here to mention, is that the British Post Office should undertake the conveyance of all letters, &c., sent from this country to the United States, and receive all the sea postage thereon, and that the United States Office should undertake to convey all letters, &c., from the United States to this country, with a similar claim to the sea postage; an arrangement which, while quite as equitable as the present, would be much more convenient.

To accomplish this latter object, it would be necessary to alter the present postal convention with the United States. This convention is, however, in other respects very defective, and I submit that I should have power to give notice to terminate it, and to enter into negotiations for a new convention; acting in both cases, of course, through the Foreign Office.

One important object in the new convention would be to effect a reduction of postage between the two countries from 1 s. the half-ounce letter to 6 d. The United States Office has already expressed its approval of such a reduction, but the matter has been delayed until our present contract with Messrs. Cunard & Co. should be terminated, owing to the very great loss which, while this Contract continues, such a reduction would entail. Relieved of the burden caused by this Contract, the service which, at the present 1 s. rate of postage, produces a loss not far short of 100,000 l. a year, will, under the arrangement proposed, and that even at a 6 d. rate, become self-supporting.

By means of the present service to Boston, mails are sent to Halifax, and from Halifax there is a branch to Newfoundland. For this service from England to Halifax, and its branch, it would be necessary to provide; and I propose soon to issue advertisements for it. As great swiftness is not necessary, I do not think that the expense will be great, especially considering that arrangements can probably be made with the Canadian Government, under which their weekly subsidized packet, which in winter goes to Portland, and in summer to Quebec, may convey the mails to Halifax.

In accordance with the principle now carried into extensive operation, I presume your Lordships will require that the Colonies to be benefited by this service, viz., Nova Scotia, New Brunswick, Prince Edward Island, and Newfoundland, shall pay half the cost. If so, it will be important to come to a clear understanding on that subject before accepting any tender, so as to avoid getting into a position like that in which we were placed as respects the West Indian Service.

Another service to be provided for is that between New York and Nassau, the present cost of which (estimated at 3,000 *l.*), is paid half by this country and half by the Government of Nassau. This service I propose in due time to advertise.

The remaining service of those under consideration is one between Halifax, Bermuda, and St. Thomas, but the object of this service being naval and not postal, I submit that this department should be relieved of it, and that it should be transferred to the Admiralty; which department, however, we should be quite ready to credit with the sea postage of any letters which the packets that would be employed might convey.

I have, &c.

(signed) *Stanley of Alderley.*

The Lords Commissioners of the Treasury,
&c. &c. &c.

— No. 9. —

The Secretary to the Treasury to the Postmaster General.

My Lord,

Treasury Chambers, 13 June 1866.

I AM desired by the Lords Commissioners of Her Majesty's Treasury to state that my Lords having given their attentive consideration to your Lordship's letter of the 26th April last, relative to the measures most desirable, in the public interest, to adopt for the future regulation of the North American Packet Service on the termination, at the end of next year, of the present Contract with Messrs. Cunard & Co., agree with your Lordship in the opinion, that as regards the Main Service, viz., that between this country and the United States, it is not expedient to enter, either with Messrs. Cunard & Co. or with any other party, into a new Contract like that now existing, and in place of it, my Lords authorise you to make arrangements with the owners of well-appointed steamships leaving this country on stated days, for the conveyance of the outward mails to New York (subject to a penalty in case of omission), on the understanding that all letters, &c., for the United States ready for despatch on any such day shall be sent by such owners' ship, and that a payment for them shall be made equal to the whole sea postage, if the voyage be performed within a certain time, and equal to a smaller sum, according to a fixed scale, in cases of over-time; but it appears to my Lords to be deserving of careful consideration whether the arrangements to be made with the owners of such steamships should not be made binding on both parties for terms of years. And also, with a view to preventing any misunderstanding hereafter on the part of the owners of such ships, whether it should not be distinctly stipulated that the whole of the letters accruing on a given number of days will be sent by the vessel or vessels the subject of such arrangement.

For the reasons assigned by your Lordship—viz., that a very large part of the correspondence with the United States is intended for New York, or for places readily served from that city, and considering that the fastest steamships

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ply to New York,—my Lords concur with your Lordship in thinking it no longer desirable to send mails, as at present, alternately to Boston, but always to New York.

My Lords also agree in your suggestion that the British Post Office should undertake the conveyance of all letters, &c., sent from this country to the United States, and receive all the sea postage thereon, and that the United States Office should undertake to convey all letters, &c., from the United States to this country, with a similar claim to sea postage; and with a view to accomplish this object, and to remedy the other defects to which you refer, my Lords authorise your Lordship to terminate the present postal convention with the United States, and to enter into negotiations for a new convention, acting in both cases through the Foreign Office.

My Lords also approve of your proposal to reduce the postage between the two countries from 1 *s.* the half-ounce letter to 6 *d.*; and they rejoice to think that when relieved of the burden caused by the present Contract with Messrs. Cunard & Co., the British postal revenue will allow of this important alteration being made without undue loss, and that there is indeed a fair prospect that a service which, even at a comparatively high rate of postage, now gives rise to a large deficit, will with a lower rate of postage become self-supporting.

With regard to the Halifax and Newfoundland packet service, my Lords are of opinion that, instead of issuing advertisements, it is desirable to enter into communication with the Governments of the British Provinces in North America, with a view of uniting, under an arrangement which shall be fair to those provinces and to this country, the two services in question with those now maintained by the Canadian Government between Liverpool and Quebec in summer, and between Liverpool and Portland in winter; and to this end my Lords will communicate with Her Majesty's Secretary of State for the Colonies, with a view to his bringing the subject under the consideration of the several Provincial Governments.

With respect to the principle on which any arrangement to be made for the packet service to the British North American Provinces should be based, my Lords are decidedly of opinion that the necessary arrangements for this purpose should be made by the provinces (in communication with each other) themselves, my Lords proposing to undertake, on the part of the British Government on their concurring in such arrangements, to defray one-half of any loss which may be occasioned by the postage derivable from the correspondence sent by the packets in question not being sufficient to defray the cost incurred from their employment. But any such agreement between this Government and that of the North American Colonies should be made subject to the approval of Parliament, in accordance with the Resolution of the House of Commons of 24th July 1860.

With respect to the postage to be charged on letters to be sent by these packets, it appears to my Lords that it should be the same as that charged on letters sent to Canada (by the Canadian packets), and to the other British North American Provinces, *viz.*, 6 *d.* the half-ounce letter, and that with respect to the postage on Canadian correspondence, which may be sent by British packet, *vid* the United States, which my Lords perceive is now 8 *d.* the half-ounce letter, it should be proposed to the United States, in settling the terms of the new convention, to fix this rate also at 6 *d.*

In accordance with your Lordship's recommendation, my Lords are pleased to authorise you, in due time, to advertise for tenders for a new Contract for the service between New York and Nassau: one-half of the cost (estimated at 3,000 *l.* a year) to be paid by this country and one-half by the Colonial Government.

As respects the remaining service, *viz.* that between Halifax, Bermuda, and St. Thomas, my Lords authorise you to communicate with the Lords of the Admiralty with a view of ascertaining what arrangements are absolutely required for the service of that Board, my Lords concurring with you in the opinion that, in a postal point of view, the service is hardly requisite.

I am, &c.

(signed) *Hugh C. E. Childers.*

The Postmaster General,
&c. &c. &c.

— No. 10. —

The Secretary to the Treasury to Sir F. Rogers, Bart.

Sir,

Treasury Chambers, 13 June 1866.

I AM directed by the Lords Commissioners of Her Majesty's Treasury, to transmit herewith copy of a letter from the Postmaster General, dated the 26th April last, together with a copy of their Lordships' Minute* of the 11th instant, and I am to request that in laying the same before Mr. Secretary Cardwell, you will move him with reference to the proposal therein contained, with regard to combining the future packet service to Halifax and Newfoundland with the existing services to Portland and Quebec, to communicate with the Governments of the British North American provinces, with a view to the proposal in question being under consideration, and an arrangement satisfactory alike to those provinces and the Home Government carried into effect.

* Embodied in the letter to the Postmaster General of the 13th June.

Sir F. Rogers, Bart.
&c. &c. &c.

I am, &c.
(signed) *Hugh C. E. Childers.*

— No. 11. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 15 July 1867.

WITH reference to the letter from the Treasury to the Post Office, dated the 13th June 1866, approving of the arrangements proposed by my predecessor for maintaining a postal communication with the United States on the termination of the contract with Messrs. Cunard, Burns & MacIver, I have the honour to submit for the consideration and approval of your Lordships, a form of Tender and conditions for the contracts which I propose to enter into with the owners of well-appointed steamships leaving this country for New York on stated days.

From the nature of the service the conditions in the case of these contracts will be fewer and much simpler than those in other contracts for the conveyance of mails by sea.

I have carefully considered the suggestions made in the letter above referred to, whether the Contracts should not be binding on both parties for terms of years, and also whether it should not be stipulated in each Contract that the whole of the letters accruing on a given number of days will be sent by the vessel the subject of such contract. I cannot, however, advise that either of these suggestions should be adopted, as I think that they would occasion inconvenience and embarrassments to the department. It is very desirable that the department should be left as free as possible, in order that it may be at liberty to make use of any new line of steam vessels that may be established to run between this country and New York on regular days; and it would, I think, be objectionable to bind the department to send all letters in the office on a given day by any vessel, whatever its character, which the Contractors might provide to sail on such day, as the department might be aware that a vessel appointed to leave a day or two later would in all probability arrive in New York at an earlier period.

The Lords Commissioners of
the Treasury.

I have, &c.
(signed) *Montrose.*

Enclosure in No. 11.

TENDER for Conveying HER MAJESTY'S MAILS from some Port in the United Kingdom to *New York**.

Sir,

WE hereby offer to convey Her Majesty's Mails, by steam vessels, from † to New York, and on the conditions marked A., every in days each voyage.

If required, under the 6th Condition, to provide a room for sorting the mails, we shall demand £ for each ship in which such provision shall have to be made; and for the food and accommodation of each officer employed in sorting, we shall demand £. per voyage if the officer be treated as a chief cabin passenger, and £. if he be treated as a fore cabin passenger.

We propose as our sureties, in the penalty of £ 5,000, Mr. of and Mr. of ; and we refer you to as persons of whom inquiry can be made as to the responsibility of such sureties.

We agree to execute a formal contract for the performance of the service, according to the terms of this tender and the annexed conditions, and to begin the service on the first in 1868.

We are, &c.

(Signature)

(Address)

The Secretary of the Post Office.

CONDITIONS, referred to as marked A.

1. THE Contractors to convey, during the continuance of the Contract, on the day or days in each week specified in their letter on the other side hereof, such of Her Majesty's mails from the United Kingdom to New York as may be despatched on some one day in each week.

2. Under the term "Her Majesty's mails" are to be comprehended all bags, boxes, or packets of letters, newspapers, books, or printed papers, and all other articles transmissible by the post, without regard either to the place to which they may be addressed or to that in which they may have originated; also all empty bags, empty boxes, and other stores and articles, used or to be used in carrying on the Post Office service, which shall be sent by or to or from the Post Office.

3. A penalty of 300£. to be incurred on each occasion when the Contractors fail in providing a vessel, in accordance with their Contract, ready to put to sea at the appointed time.

4. The payment by the Contractors of any penalties shall in no way prejudice the right of the Postmaster General to treat the failure to provide a proper vessel at the appointed time, or to perform a voyage at or within the appointed period, as a breach of the Contract.

5. The

* All tenders must be addressed to the Secretary of the Post Office, with the words "Tender for the conveyance of mails to New York" in the left-hand corner of the envelope. Other things equal, a preference will be given to a tender made upon this printed form and in exact accordance therewith. Even, however, when this form is used, the parties tendering may, in a separate letter, to be forwarded with the tender, suggest, for consideration, any alteration in the conditions or otherwise. The Postmaster General does not engage, irrespective of other considerations, to accept the lowest tender, nor does he engage to accept any tender.

† In cases where the vessel has to touch at any other port than that from which she starts, this blank must be filled up with the name of the last port of call.

5. The hours of departure to be fixed by the Postmaster General, and to be subject to alteration by him, from time to time, on a notice to the Contractors of three months.

6. The Contractors to provide, to the satisfaction of the Postmaster General, a separate and convenient place of deposit for the mails on board each vessel; also, if required, a room (with the necessary fittings) for the purpose of sorting the mails, and with proper accommodation and mess for the officers who may be employed in that duty. The services of the crew to be given in the conveyance of the mails between the mail room and the sorting room.

7. The Contractors and all commanding and other officers of the vessels which may be employed in the performance of the Contract, and all agents, seamen, and servants of the Contractors, shall, at all times during the continuance of the Contract, punctually attend to the orders of the Postmaster General, as to the mode of embarking and disembarking mails.

8. Should the Postmaster General at any time deem it expedient to place the mails, or any part thereof, in the care of the commander of any vessel, such commander shall take charge of them, and be responsible for their due receipt and delivery. The commander shall also make the usual Post Office declaration, and furnish such journal, returns, and other information, and perform such other services, as the Postmaster General may, from time to time, require.

9. Except such letters as are not required by law to pass through the Post Office, the Contractors shall not receive, or permit to be received in the United Kingdom, for conveyance on board any of the vessels employed under the Contract, any letters other than those contained in Her Majesty's mails.

10. The Contractors not to convey in any of the vessels employed under this Contract any nitro-glycerine or other article which may have been legally declared specially dangerous.

11. Every vessel which may have started, or which should have started, before the termination of the contract, must complete its voyage in like manner as if the Contract remained in force.

12. The Postmaster General to be authorised to delegate any of his powers to such persons as he may deem fit to exercise them.

13. The Contractors to receive the sum of 1 s.* for every ounce of letters which they may convey; 3 d.* for every pound of newspapers, and 5 d.* for every pound of book packets or packets of trade patterns. But these amounts shall be subject to a deduction, in each voyage, of one-eighth part of their amount for every period of 12 hours by which the voyage shall exceed the stipulated time; so that if the voyage exceed the stipulated time by four complete days, no payment will be made.

14. Except where otherwise specified, none of the duties enumerated in the foregoing conditions to give the Contractors any claim to remuneration beyond the payment mentioned in the 13th Condition.

15. Every sum of money forfeited by the Contractors to be considered as stipulated or ascertained or liquidated damages, and to be payable whether any damage shall or shall not have been sustained by reason of the breach for which the penalty may be levied. The amount to be deducted by the Postmaster General out of any moneys then payable, or which may thereafter become payable to the Contractors; or, at his discretion, the payment thereof may be enforced with full costs of suit.

16. The Contract to continue in force until the expiration of a written notice, at any time, and by either party, of not less than six calendar months.

17. All notices which the Postmaster General or any of his officers or agents are authorised to give, either to be delivered to the commander of any vessel of the Contractors, or to any officer or agent of the Contractors in charge of any such vessel, or to be left at the office or last known place of business or residence of the Contractors, or of one of them.

18. The Contractors not to assign, underlet, or dispose of the Contract, or any part thereof, without the consent, in writing, of the Postmaster General.

19. In case of the breach of the 18th Condition, or in case of a great or habitual breach of the Contract of any other kind, the Postmaster General to have power, and that without previous notice, to terminate the Contract; and such termination not to give the Contractors any claim to compensation.

20. In pursuance of the provisions of the Act 22 Geo. 3, c. 45, no Member of the House
authorised

* These sums are the estimated equivalent of the different rates of sea postage; payment by the weight of letters, &c., in bulk being adopted to save useless trouble.

of Commons to be admitted to any share of the Contract, or to any benefit arising therefrom.

21. For the due fulfilment of the Contract, the Contractors to enter into a bond, with two responsible sureties, to be named in their tenders, in the penalty of 5,000 *l.* Such penalty to be considered and recoverable as liquidated damages.

22. Should any dispute arise respecting the interpretation of any part of the Contract to be framed on the basis of this tender and of these conditions, the same to be settled by arbitration in the usual manner; and a submission to arbitration may be made a rule of Court.

— No. 12. —

Mr. *G. A. Hamilton* to the Postmaster General.

My Lord Duke,

Treasury Chambers, 22 July 1867.

IN reply to your letter of the 15th instant, I am commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you that my Lords approve of the proposed forms of tender for the conveyance of mails to New York at the expiration of the present Contract with Messrs. Cunard & Co.

His Grace the Postmaster General,
&c. &c. &c.

I am, &c.
(signed) *Geo. A. Hamilton.*

— No. 13. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 24 October 1867.

IN transmitting to your Lordships the tenders which I have received for the conveyance of the North American Mails, under the conditions approved by your letter of the 22nd July last, it is necessary, owing to the fact for which I was not prepared, that Messrs. Cunard, Burns, and MacIver, the present contractors, have made no offer to enter into a contract under the conditions proposed, that I should bring the whole matter before you, and describe the position in which the department now stands as regards the American Mails, and the position in which we should stand if the tenders in question were accepted.

There are at present four regular mails per week between this country and the United States.

The outward mails are conveyed :--

On	From what Port.	Name of Company conveying the Mails.	Mails by which Correspondence is forwarded from London.
Tuesday	Southampton	North German Lloyd	Day Mail of Tuesday.
Thursday	Queenstown	Liverpool, New York, and Philadelphia Steamship Company.	Night Mail of Wednesday.
Friday	Londonderry	Montreal Ocean Steamship Company.	Night Mail of Thursday.
Sunday	Queenstown	Messrs. Cunard, Burns, and MacIver.	Night Mail of Saturday.

In addition to these regular outward mails, occasional mails are dispatched about once a month :—

On	From what Port.	Name of Company conveying the Mails.	Mails by which Correspondence is forwarded from London.
Wednesday -	Southampton	Hamburgh American Steamship Company.	Day Mail of Wednesday.
Thursday -	Falmouth -	Havre and New York Steamship Company.	Night Mail of Wednesday.

Of these six regular and occasional lines of communication, one is provided by the British Imperial Government and one by the Canadian Government. The remaining four are provided by the United States Government.

The regular homeward mails are conveyed :—

Day of Sailing from America.	To what British Port.	Name of Company conveying the Mails.
Wednesday -	Queenstown -	Messrs. Cunard, Burns, and MacIver.
Thursday -	Southampton -	North German Lloyd.
Saturday -	Queenstown -	Liverpool, New York, and Philadelphia Steamship Company.
Saturday -	Londonderry -	Montreal Ocean Steamship Company.

Occasional homeward mails arrive, about once a month, by the vessels of the Havre and New York Company, or by the vessels of the Hamburgh American Steamship Company.

For the line of communication which Messrs. Cunard, Burns, and MacIver supply, the British Government pays a fixed sum annually. For the rest it pays the sea postage on the correspondence conveyed, that is, it gives up the sea postage on that correspondence to the United States and Canadian Governments, and leaves them to make terms with the Packet Companies.

Of the regular lines three only are useful for correspondence with New York. This will be evident, as regards the outward mails, from the fact that the line of Cunard, Burns, and MacIver, sailing from Queenstown on Sunday, to Boston and New York alternately, has in the course of 12 months from the 8th September 1866, delivered mails in New York on 35 occasions, out of 52, either before or on the same day that the line of the Montreal Ocean Steamship Company, sailing from Londonderry on Friday, could deliver such mails, and that, out of the 17 remaining occasions, the Cunard line, which, in all cases, sailed two days after the Canadian line, delivered its mails eight times only one day later; four times only two days later, and only five times more than two days later than the Canadian line could deliver them.

Of the 35 mails which the Cunard line, running alternately to New York and to Boston, delivered in New York before the Canadian line could deliver them, 20 were carried direct to New York and 15 to Boston. It is evident from this fact, that if the Cunard line ran to New York only, the Canadian line would be even less useful than it now is for the conveyance of letters to New York.

The Canadian line, though more serviceable for the conveyance of letters to Boston than for the conveyance of letters to New York, does not carry the letters to Boston in an altogether satisfactory manner.

This will be evident from the fact that the Cunard line, though sailing two days later than the Canadian line, delivered 27 out of the last 52 mails, in Boston on or before the day on which the Canadian line delivered its mails; whilst in 18 out of the remaining 25 mails, the difference between the two periods

periods of delivery did not exceed the difference between the two periods of dispatch.

I have not the means of ascertaining whether the Canadian line now affords a good means of communication to the Western and North-western States of America. When it was first decided that United States mails should be sent by Canadian packets, those packets sailed one day earlier than they now sail, so that the interval between their sailing and the sailing of the Cunard packets was greater than it now is. At that time it was thought that they would afford an extra mail to Boston, and to the Western and North-western States. It is obvious that their usefulness, so far as Boston is concerned, has been greatly reduced by the alteration in the day of sailing, and I am inclined to think that, in practice, they no longer afford a good mail even to the Western and North-western States.

The occasional lines, out and home, do not seem to do much for the public, but merely take some portion of the sea postage away from other United States lines. Thus, on the 17th April, a regular mail and an occasional mail were dispatched from Queenstown and Falmouth respectively, and divided between them the sea postage which one line would otherwise have earned.

The regular mail reached New York on the 30th April, and the occasional mail on the 1st May, so that the letters by the occasional mail suffered delay by being entrusted to it.

Of the three regular lines between this country and the United States, that which is most used for correspondence between the two countries is the line of Cunard, Burns, and MacIver. This will be evident from the fact that 46 per cent. of the whole international correspondence from this country to the United States, and 50 per cent. of the international correspondence from the United States to this country, are carried by the Cunard line.

Of the outward correspondence, the Canadian packets carry 13 per cent., whilst the regular and occasional United States packets divide the remaining 41 per cent. between them. The Cunard line thus has the lion's share of the outward correspondence, and as the correspondence is regularly dispatched from this country by the first mail made up after it is posted, it follows that the correspondence sent by the Cunard line is specially written for that line, which thus obtains the lion's share of the correspondence by the express preference of the public of this country.

As the Cunard line has even a larger share of the homeward than it has of the outward correspondence, it would appear that the preference of the American is not less marked than that of the British public.

The partiality of the public, and especially the mercantile public, is no doubt due, in a very great measure, to the regularity of the communication which the Cunard packets maintain between the two countries. In the present year, of 35 mails dispatched from Queenstown by the Cunard line on Sunday, 26 were delivered in New York on or before Thursday in the following week; whilst of 42 homeward mails leaving the United States on Wednesday (with which, of course, this country is most immediately concerned, and over which it has the most complete control), 38 arrived in time for delivery in London and the principal towns in the United Kingdom on or before the morning of Monday in the next week but one after the date of dispatch. Of these 38 mails, 17 were delivered in London and the principal towns in the United Kingdom on the morning of Saturday in the week after the date of dispatch, and to the letters contained in such mails, replies could at once be sent by the night mail of the same date.

The mercantile community in New York have thus learned to believe that letters by the Cunard line will, as a rule, reach them not later than Thursday in each week, and the mercantile community in the United Kingdom have learned to expect that letters by the same packets will, as a rule, reach them not later than Monday in each week.

No such regularity of communication has hitherto been afforded by the other lines.

At the close of this year, the contract with Messrs. Cunard, Burns, and MacIver will expire, and it has been decided that, from that time, the British Government shall provide for the conveyance of the outward mails only, leaving the

duty of providing for the dispatch of the homeward mails to the United States Government, and that we shall pay for the conveyance of the outward mails the sea postage on the correspondence contained in them.

Four tenders for the conveyance of these mails, on this basis, have been received.

They are for the conveyance of weekly mails to New York :—

On	From what Port.	Name of Company tendering.	Number of Days required for the Voyage.
Tuesday - -	Southampton -	North German Lloyd - - -	<i>Days.</i> 11½
<i>The Day Mail from London of Tuesday would fall into these boats.</i>			
Thursday - -	Queenstown -	Mr. Inman, or the Liverpool, New York, and Philadelphia Steamship Company.	14 From 20 September to 20 April.
<i>The Night Mail from London of Wednesday would fall into these boats.</i>			
Friday - -	Queenstown -	National Steamship Company -	11½ From 20 April to 20 September.
<i>The Night Mail from London of Thursday would fall into these boats.</i>			
Friday - -	Southampton -	The Hamburg American Steamship Company.	11½
<i>The Day Mail from London of Friday would fall into these boats.</i>			

It will at once be obvious that, of these four tenders, that from the National Steamship Company is inadmissible, since, if that Company and the Hamburg American Steamship Company each kept the time for which they have respectively tendered, the letters which were sent to the last-named Company's boat by the London Day Mail of Friday, would as a rule, reach New York two days before the letters which were sent to the first-named Company's boat by the London Night Mail of Thursday.

It is highly probable that the acceptance of Mr. Inman's tender, conjointly with that of the Hamburg American Steamship Company, would, during a portion of the year at least, expose correspondence to delay nearly as great.

For if Mr. Inman and the Hamburg Company each kept to the time for which they have respectively tendered, then, during the six winter months (and it must be remembered that the arrangement is to begin in mid-winter), the letters which were sent to Mr. Inman's vessels by the London Night Mail of Wednesday would reach New York after the letters which were sent to the Hamburg Company's vessels by the London Day Mail of Friday.

It is true that Mr. Inman affirms that 14 days would be the maximum duration of the winter passage of his steamers, and justly claims credit for having made shorter winter passages; but inasmuch as he and the Hamburg Company would, under the conditions of the tender, be alike punishable for delay by a deduction of one-eighth of the sea postage for every 12 hours of delay (the utmost possible punishment being in either case the loss of the whole sea postage), the fact still remains that, so far as the Post Office is concerned, the Hamburg Company would have a motive to complete the voyage in 11½ days, whilst Mr. Inman, so far as the Post Office is concerned, would have no motive to complete it in less than 14 days. And it may be added, that the acceptance of a tender for a voyage of 14 days, and of another tender for a voyage of 11½ days

days, on the prescribed conditions as to penalty, might place the department in this position—that it might have to reward the first of the parties so tendering by paying them the whole of the sea postage for doing the voyage in 14 days, and might have to punish the second by deducting 5-8ths of the sea postage for a voyage of no greater duration.

On the whole, it seems probable that, if the tenders of the North German Lloyd, Mr. Inman, and the Hamburgh Company were accepted, the public would, during the winter months (in which the arrangement is to begin) have only two practically useful mails per week to New York, viz., the mails from Southampton on the Tuesday and Friday in each week. Besides suffering from this reduction of the accommodation which the existing arrangements afford, it is probable that the public would, for some time, be inconvenienced by the change in the dates of dispatch to the United States. At present a very large portion of the mercantile correspondence is sent away on Friday and Saturday in each week. In that which is sent away on Saturday, merchants can review, and probably do review, the commercial transactions of the completed week, and in it, as I have shown, they can frequently reply to the letters received on the Saturday from the United States.

The following table will best show the effect of the change upon the periods for writing to New York.

At present they may have American Mail Nights,		But if the Three Tenders in Question were accepted they could have American Mail Nights,	
On	For despatch from	On	For despatch from
Monday - - -	Southampton - -	Monday - - -	Southampton.
Wednesday - -	Queenstown - -	Wednesday - -	Queenstown.
Friday or Saturday (or both days).	Queenstown - -	Thursday - - -	Southampton.

Of the effect of the change on their opportunities for reply, no opinion can be formed, because we have yet to ascertain how, and by what ships, and in what time, and on what days of the week, the homeward mails will be dispatched to this country.

For the conveyance of those mails the United States Government are to provide, and it is to be supposed that they will continue the practice which they have followed for some time past, of taking up, not every ship of a Company working from New York, but such of the ships of that Company as seem most likely to make a speedy voyage.

If they continue this practice, and if we accept the only available tenders which we have received, we shall have no certainty that any ship which carries a mail to the United States will also bring a mail from the United States. Out of this uncertainty a fresh difficulty will arise. At present, the public derive a very considerable advantage from the sortation of the mails on board the packets of the Cunard line. It is estimated that if this sortation at sea were abolished at once in the case of those packets, letters to go by them must, in many cases, be posted a day earlier, whilst letters coming in by them would, in many cases, be delivered a day later than at present.

In view of the importance of the sortation at sea, the Companies tendering for the conveyance of the outward mails have been requested to state what they would charge for fitting up sorting rooms, and what for the maintenance of the sorting officers, and it would no doubt be possible to arrange for the sortation of the outward mails, on any or all of the vessels which might be accepted for the conveyance of those mails; but in the face of the uncertainty which prevails, and must for some time prevail, with regard to the vessels which are to bring the homeward mails, it would be very unwise to send officers from this country to sort the outward mails, inasmuch as they might, and very possibly

would, have either to wait in America for a vessel fitted up for sorting, or return idle in a vessel not fitted up for sorting.

The United States' Government has hitherto shown a strong desire to employ the vessels of the Havre and New York Company, from whom we have no tender, and it is conceivable that they might occasionally choose to employ the best vessels of the National Company, though we cannot accept the general tender from that company; and if at any time they chose to put homeward mails on board the best vessels of these or other companies, instead of on board the worst vessels of the companies in agreement with this department, they would certainly throw the arrangements which we might have made for sorting on board into very great confusion.

I may add that if we make arrangements for sorting on board three lines of packets instead of one as at present, we may probably find that the increase of expense would be greater than the increase of work would warrant. For, not only might we send sorters out to come home idle, but we might often find that the minimum force which we could put on board a packet for sorting purposes might be without sufficient occupation even during either the outward or the homeward voyage.

It is needless, however, to press this point, as the obstacles which would stand in the way of any attempt at sortation on board, if the proposed changes were effected, appear to be too serious to admit of removal.

The changes which would follow on the acceptance of these tenders would involve,—

1st. A reduction of accommodation from the 1st January next, so far as the outward mails are concerned.

2ndly. A change in the practice of the mercantile community with regard to those mails.

3rdly. Absolute uncertainty for the present as to the homeward mails.

4thly. The loss of the advantages which the department, or the public, derives from the sortation at sea, and—

5thly. The certainty that, as we are to pay to those who convey the outward mails, the sea postage on the articles conveyed, no increase in the quantities so conveyed will bring any profit to the department.

Besides undertaking to provide for the conveyance of all the mails to New York after the close of this year, this department has undertaken to provide for the conveyance of a fortnightly mail to and from Halifax, Nova Scotia, during the first six months of the next year. It is understood that this service, which is required for State as well as for postal purposes, shall, after the first six months of next year, be provided for by the Government of the British North American Confederation, and though it may eventually turn out that the maintenance of this service will permanently devolve on this department, we are not called upon at present for more than a temporary service. The department has found that this service is one for which it will be very difficult to provide. The Montreal Company, and the companies from which tenders on the prescribed basis for the conveyance of mails to New York have been received, have refused to touch at Halifax, on their outward and homeward voyages with their regular packets, and, with one exception, have refused to undertake a Halifax service at all.

The Liverpool, New York, and Philadelphia Company have offered, through Mr. Inman, to maintain a fortnightly service between Queenstown and Halifax for six months, and to perform the voyage in each direction in 12 days for the sum of 1,000*l.* per round voyage. Mr. Inman has hinted in conversation that he might be willing to take 750*l.* per round voyage, and, therefore, for the purpose of argument, it will be better to consider that sum as the required payment. If his offer were accepted, and if the tenders which have been described were accepted, the department, in addition to paying for the conveyance of the mails to New York the whole sea postage of the articles conveyed, would have to pay to the Liverpool, New York, and Philadelphia Company at the rate of 19,500 *l.* per annum for the temporary Halifax service, which service

vice would by no means be so good as that which has hitherto been maintained by the firm of Cunard, Burns, and MacIver. The packets of this last-named firm have, on the average, performed the voyage between Queenstown and Halifax within 10 days, whether in summer or winter, but the Liverpool, New York, and Philadelphia Company propose to take 12 days for the same voyage.

It is well understood, too, that this latter company have proposed for the service, solely as a temporary service, and that the difficulty and danger of the route, and the absence of any commercial inducement to keep it up, would render them very unwilling to carry it on for the stipulated payment, if, by any mischance, the permanent conduct of the service should, after all, devolve on this department.

The parties who were invited to tender for the conveyance of mails to New York, were informed by a note in the form of tender that "other things being equal, a preference would be given to a tender made upon the printed form and in exact accordance therewith, but that even when the form was used, the parties tendering might, in a separate letter, to be forwarded with the tender, suggest, for consideration, any alteration in the conditions or otherwise."

In sending in the form of tender, Messrs. Cunard, Burns & MacIver, stated in a separate letter which they forwarded with the form, and which accompanies this letter, that they "were not prepared to make any offer upon that form, but that they were quite ready, if permitted, to lay before the Postmaster General an offer to include a service to Halifax," and they were informed in reply, that I should be glad to receive such an offer from them.

The offer which they then made is in fact an offer to carry on the service as they have carried it on, for a greatly reduced payment. If their offer be accepted, their future service will differ from their present service in these respects :

1st. They will run once a week between Queenstown and New York (touching each alternate week at Halifax, so long as they are required), instead of once a fortnight between Queenstown and New York, and once a fortnight between Queenstown and Boston, *via* Halifax.

2ndly. Their ships will no longer be subject to Admiralty supervision, but will of course be subject to the regulations of the Board of Trade.

3rdly. They will not be bound to employ, when they touch at Halifax, ships of the class of the "China," "Cuba," "Java," and "Scotia," but will employ on that service sometimes those ships and sometimes ships of the class of the "Hecla," "Malta," and "Palmyra," which, though not so large and costly as the ships of the first-named class, are said to be quite as capable of performing the service with the required efficiency.

4thly. They will be paid for this service not 173,000 *l.* per annum, as at present, but at the rate of 120,000 *l.*, so long as they are required to touch at Halifax, and 95,000 *l.* per annum when they are no longer required to touch at Halifax. For this reduced payment, as for the payment which they now receive, they will provide sorting rooms and board the sorting officers on the outward and homeward voyages.

In considering this offer, it will perhaps be convenient to assume that the department will be freed from the obligations of the Halifax service at the end of six months, and that the payment to Messrs. Cunard, Burns & MacIver, if their offer be accepted, would at the end of that time be brought down to 95,000 *l.* per annum.

As the companies which have tendered for the conveyance of the American mails are to receive the sea postage on those mails, and are also to be paid for the erection of sorting offices, and the maintenance of sorting officers on board their vessels, it will be necessary, if we wish to compare the offer of Messrs. Cunard with the other offers, to reduce it by the sum required for the sorting offices and officers. Now the mails which are conveyed by the Cunard packets require, for their proper sortation on board, the services of one clerk and one

sorter. The board and conveyance of one clerk and one sorter, would cost 2,680 *l.* per annum, at the rate which the North German Lloyd propose to charge, 3,950 *l.*, at the rate which the Liverpool, New York, and Philadelphia Company propose to charge, and 4,680 *l.* at the rate which the Hamburg Company propose to charge. In addition to these payments, each Company, except the Liverpool, New York, and Philadelphia Steamship Company, would require a fixed sum for the first fitting up of the sorting rooms, but this point need not be pressed at present, though it is obviously worthy of attention.

It is enough to say for the present, that before the offer of Messrs. Cunard can be compared with the other offers, a mean of 3,500 *l.*, representing the conveyance and keep of the sorting officers, must be deducted from the sum which they ask. This will bring down the sum of 95,000 *l.* to 91,500 *l.* per annum. It may fairly be assumed, I think, that if Messrs. Cunard, Burns, & MacIver had tendered to convey the mails to New York from Queenstown on Sunday for the sea postage (*i.e.* for 1 *s.* per ounce of letters, 3 *d.* per pound of papers, and 5 *d.* per pound of books and patterns), their offer would have been accepted by this department. Nor can there be much doubt that, if they had tendered to the United States Government for the conveyance of the homeward mails from New York on Wednesday in each week on the same terms, that offer also would have been accepted, and that they would have continued to carry as large a share of the outward and homeward mails as they now carry.

It may also be assumed, I think, that a certain increase of correspondence will follow the forthcoming reduction of the postage of letters to and from the United States, from 1 *s.* to 6 *d.* the half-ounce letter. I myself shall be much surprised if the correspondence does not speedily increase to the extent of 50 per cent., but I will estimate the probable increase in the first instance at 33 per cent. only.

Supposing all these assumptions to be correct, the Cunard Company would probably earn at the sea postage rates, the following sums:—

For the conveyance of international letters outwards, <i>Ozs.</i>	<i>Ozs.</i>
viz. - - - - - 308,957	
Plus one-third for increase of correspondence - - - 102,985	
	411,942
For the conveyance of other letters in open mails, viz. - -	207,257
For French, Belgian and Prussian closed mails, viz. - -	169,300
In all - - -	788,499
Which, at 1 <i>s.</i> per oz., would amount to - - - - -	£. 39,424
For the conveyance of 249,963 lbs. of papers outwards, at 3 <i>d.</i> per lb. - - - - -	3,124
Add for conveyance of books and patterns under the new convention with the United States Post Office at 5 <i>d.</i> per lb., say - - - - -	1,000
In all - - - - £.	43,548

I have already stated that the Cunard packets carry a larger proportion of the homeward than of the outward mails, but if they merely continued to carry the same proportion in both directions, they would receive at the sea postage rates - - - - - £. 87,096

To this would have to be added for 41,500 ozs. of Foreign Office and Admiralty despatches which now enter into no account at all, but must hereafter be paid for at the rate of 1 <i>s.</i> per oz.	2,075
Add for Admiralty packages which now go free, but must hereafter be sent as freight, say - - - - -	1,000
Making, in all - - - - £.	90,171

The sum, therefore, which Messrs. Cunard, Burns & MacIver demand would, at the outset be only 1,500 *l.* per annum in excess of that which they would

would probably earn at the sea postage rates ; but long before the close of the term for which they propose to contract, viz., 10 years, it would probably be much below the produce of the sea postage ; and in such case, any excess of the sea postage over the fixed payment to them would be profit to this department.

Again, looking at the unsatisfactory working of the Canadian packets, so far as the United States mails are concerned, it would seem that a portion at least of those mails might, with advantage, be withdrawn from those packets and restored to the Cunard packets, from which they have been subtracted. The sea-postage of the mails thus withdrawn from the Canadian packets would be an additional profit to this department.

If, then, the United States Government can be induced to place such homeward mails on board the Cunard packets as they have heretofore sent by them, and pay to this department the sea postage on those mails, and I can see no reason why they should not do so, the acceptance of the offer which Messrs. Cunard, Burns, and MacIver have made, would give us at once a self-supporting service, and probably, at a future time, a profitable service by a line of proved efficiency, together with all the advantages of the system of sorting on board, and without involving any alteration in the practice of the mercantile community on this or the other side of the Atlantic.

The acceptance of this offer would not preclude the department from also accepting the tender of the North German Lloyd for the conveyance of the mails to New York on Tuesday from Southampton, and the tender of the Liverpool, New York, and Philadelphia Company for the conveyance of the mails from Queenstown on Thursday, but it would no longer be necessary to consider the offer of the latter company for a slow service to and from Halifax. The public would then have, as at present, regular communication with New York three times a week. The question of sorting the Tuesdays' and Thursdays' mails on board might be left open until we could see whether the correspondence in those mails would warrant such an arrangement, and whether, if the outward mails of those days were sorted on board, we could be certain of having employment for the sorting officers on the return voyages.

Having seen what would follow from the acceptance of the offer from Messrs. Cunard, it may be well to consider a little more closely what would follow the refusal of that offer. The department will have to fall back upon the three companies from which tenders have been received, and of which two sail under foreign flags, and are subsidised by foreign Governments.

The Cunard Company, though no longer under contract with us, would, it is well known, continue to dispatch their ships as at present, and would assuredly endeavour, and very properly endeavour, to place the packets under contract with us in a disadvantageous light. It has been thought that we might put ship letter mails on board the Cunard ships. If we did so, the Cunard Company would no doubt endeavour to carry those mails so well as to make the public draw an unfavourable comparison between the foreign company which was within, and the British Company which was without, the pale of a contract with the British Government.

It has also been thought that the Montreal Company or the Hamburg Company might be induced to change their days of departure, and so take the place, as it were, of the Cunard Company ; but I am at a loss to know what should induce either of those companies to bring their day of sailing nearer to what would still be the day of sailing of the Cunard Company, inasmuch as the nearer they approached to that day, so much the more forcibly would they fix the attention of the public on the difference between their performance and that of the Cunard Company.

The plain fact is, that everybody, the tendering companies included, expected that the Cunard Company would tender for the conveyance of the outward Saturday mail. Even had they so tendered, the uncertainty which would have prevailed with regard to the homeward mails would have involved this department in serious difficulty, but so soon as it was known that they would not tender on the prescribed conditions, it became obvious, I think, that no arrangement that would be satisfactory to the public could be based on those conditions. I presume that they declined to tender on those conditions in the belief that, if they stood aloof, any arrangement that might be based on those

conditions must break down, and that when it had broken down, they would be able to make their own terms with the department. They have so far departed from this position as to make an offer to continue the service, as it is at present conducted, for a greatly reduced payment. They are, in fact, now paid at the rate of 11 s. 4d. per mile, but the sum which they ask would give (when the Halifax service is abandoned) 6 s. per mile.

If the offer of the Cunard Company be rejected, the new arrangement will commence in mid-winter, when the tendering companies will be even at a greater disadvantage than in summer. Before Parliament has sat for six weeks, the defects of the new arrangement will, unless I greatly err, have become apparent and provoked complaint, and I beg very earnestly to advise the acceptance of the offer of Messrs. Cunard, Burns, and MacIver, conjointly with the tenders of the North German Lloyd and the Liverpool, New York, and Philadelphia Steamship Company. If your Lordships should decide that Messrs. Cunard's offer should be accepted, and I think you will be wise to do so, it is possible that the decision may give rise to a discussion in the House of Commons. It may be said that faith was not kept with the parties who tendered under the new conditions, seeing that Messrs. Cunard's offer is made upon an entirely different principle, and that it was sent in two days after the last day fixed for receiving tenders; and it may also, perhaps, be said that granting a subsidy for the American service is contrary to the recommendation of the Committee on Packet Contracts of 1860. To the first and second of these objections, it may, it seems to me, be fairly answered, as I have already observed, that in a note to the form of tender, it was expressly stated that although tenders on that form, and in accordance therewith, would be preferred, any others might be sent in, and that I did not bind myself to accept the lowest or any tender. And, as regards subsidies, it may be urged that the payment of sea postage instead of a fixed sum is simply a subsidy in another shape, and if the amount of the sea postage be greater (as it probably will be in this case) than the fixed payment, then the payment of sea postage would be opposed to the views of the Committee, who merely record their opinion against large subsidies. They were also unfavourable, as a general rule, to contracts terminable at a short notice.

As Postmaster General, I have looked at the question from a postal point of view; but I can conceive that there are other aspects in which it may be viewed by Her Majesty's Government, and it may not, therefore, be out of place to call attention to the number and quality of the ships which Messrs. Cunard possess, as compared with the fleet of the Liverpool, New York, and Philadelphia Steamship Company, which is the only other fleet sailing under the English Flag.

The Lords Commissioners of
the Treasury.

I have, &c.
(signed) *Montrose.*

Enclosure 1, in No. 13.

TENDER for conveying HER MAJESTY'S MAILS from some Port in the United Kingdom to *New York*.

Sir, ~

WE hereby offer to convey Her Majesty's mails, by steam vessels, from Southampton to New York, and on the Conditions marked A., every Tuesday in 11 12—24 days each voyage.

If required, under the 6th Condition, to provide a room for sorting the mails, we shall demand 75 l. for each ship in which such provision shall have to be made; and for the food and accommodation of each officer employed in sorting, we shall demand 33 l. per voyage if the officer be treated as a chief cabin passenger, and 22 l. if he be treated as a fore cabin passenger.

We propose as our sureties, in the penalty of 5,000 l., Mr. Henry Huth, of Messrs. Frederick Huth & Co., and Mr. D. Meinertzhagen, of Messrs. Frederick Huth & Co.; and we refer you to the Bank of England, Messrs. Glyn, Mills, Currie, & Co., or any other London banker, as persons of whom inquiry can be made as to the responsibility of such sureties.

We

We agree to execute a formal Contract for the performance of the service, according to the terms of this Tender and the annexed Conditions, and to begin the service on the 1st January in 1868.

We are, &c.

Crüsemann, Director,

H. Peter, President,

The Managers of the North German Lloyd,
Bremen, Germany.

The Secretary of the Post Office.

[The form of Tender in full will be found in the Postmaster General's Letter of 15th July.]

LIST OF STEAMERS.

Steamship Bremen.	Steamship Deutschland.
" New York.	" Union.
" Hansa.	" Weser.
" America.	" Rhein (building).
" Hermann.	

Enclosure 2, in No. 13.

62 & 63, Tower Buildings, Liverpool,
30 September 1867.

Sir,

IN forwarding the tender which I have the honour to enclose herewith for the conveyance of mails to New York, I write to state—

1st. That my tender is sent in on the supposition that the mails will be as much as possible equally distributed, because at present the collection is not equal, inasmuch as the steamers under my management at present only obtain the mails between Tuesday and Thursday (two days), while the following steamers obtain the mails from Thursday to Sunday (three days).

2ndly. That I find it impracticable to quote any definite sum for providing a mail sorting room until I know in what part of the vessel it is to be fitted, what superficial or cubical contents are required, what the cost of fitting will be, and whether the room will be paid for on both the outward and homeward voyages; but that we quote our usual passage fares for officers employed on precisely the same conditions as if they were cabin passengers; two in a state room at 22*l.* each, or four in a state room at 16*l.* each. I enclose plans of several steamers, should it be desired to point out where such rooms would be wanted.

3rdly. I submit that as Queenstown is inserted as a "port of call," in accordance with the requirement of the form of tender, the 3rd and 5th clauses should refer to Liverpool, and not to Queenstown; and that the hour for being "ready for sea" at Queenstown should allow for stress of weather on the passage from Liverpool, because it has happened with the most powerful mail steamers that, although allowing 28 or 30 hours for the passage down, they have not arrived in time at Queenstown owing to storm or fog, and it is essential that the steamers should not leave Liverpool before they have time to clear at the Liverpool Custom House on Wednesdays.

4thly. I beg to remark that the number of days mentioned is given to cover this longest passage made, but that the average passages have hitherto been very much shorter, and to show what they have been, I enclose a statement of those made in 1867, averaging—

Eleven days, 17 hours, 16 minutes to 20 April; and 10 days, 5 hours, 47 minute since then.

The Secretary of the Post Office,
London.

I have, &c.
(signed) *William Inman*.

TENDER for conveying HER MAJESTY'S MAILS from some Port in the United
Kingdom to *New York*.

Sir,

I HEREBY offer to convey Her Majesty's mails, by steam vessels, from Queenstown to New York, and on the conditions marked A., every Thursday, in 14 days each voyage, from the 20th September to 20th of April, and in 11 and a half days the remainder of the year.

If required, under the 6th condition, to provide a room for sorting the mails, we shall demand nothing for each ship in which such provision shall have to be made; and for the food and accommodation of each officer employed in sorting, we shall demand 22 *l.* per voyage if the officer be treated as a chief cabin passenger, and 16 *l.* if he be treated as a fore cabin passenger.

I propose, as my sureties, in the penalty of 5,000 *l.*, Mr. Thomas Langton Birley, of Carr Hill, Kirkham, Lancashire, and Mr. Charles Inman, of Liverpool, and I refer you to the Manchester and Salford Bank for Mr. Birley, and the Bank of Liverpool for Mr. C. Inman, as persons of whom inquiry can be made as to the responsibility of such sureties.

I agree to execute a formal Contract for the performance of the service, according to the terms of this Tender, and the annexed conditions, and to begin the service on the 1st January in 1868.

I am, &c.
(signed) *William Inman*, Liverpool.

The Secretary of the Post Office.

[The form of Tender in full will be found in the Postmaster General's Letter of
15th July.]

Sir,

At London, 12th October 1867.

I HAVE the honour to acknowledge the receipt of your letter of 10th October, and to state that, on the information contained in it, I now put in my completed Tender.

I propose that the voyage shall be considered terminated at the New York Post Office.

I have just received a telegram informing me of an inquiry as to what vessels I propose to perform the service with, and I have to state they are the vessels the passages of which I have sent you in my original Tender (excepting the "Edinburgh"), and in case of loss, I might have to employ temporarily the "Etna," to which a general overhaul and new boilers (costing 20,000 *l.*) were given in May this year; but unless something very unforeseen occurs, the

City of Paris,
City of Antwerp,
City of London,
City of Boston,

City of Baltimore,
City of New York,
City of Washington (substitute),

will alone perform our Thursday service.

I have, &c.
(signed) *William Inman*, of Liverpool.

The Secretary, General Post Office.

PASSAGES, CORK to NEW YORK, by UNITED STATES MAIL STEAMERS.

INMAN LINE.

	Left Cork.	Passage, 1 January to 20 April.	Average.	Passage 20 April to 28 August.	Average.
1867:					
City of Paris - - -	23 January -	12 4 5	} 11 3 42	—	—
	20 March -	10 3 20		—	
	24 April -	- - -	- - -	10 6 10	} 9 15 3
	29 May -	- - -	- - -	9 23 15	
	3 July -	- - -	- - -	9 1 3	
	7 August -	- - -	- - -	9 5 45	
City of Antwerp - - -	20 February -	12 15 40	} 12 2 33	—	—
	27 March -	11 13 26		—	
	5 June -	- - -	- - -	10 15 40	} 10 4 7
	10 July -	- - -	- - -	9 12 41	
	14 August -	- - -	- - -	10 8 0	
City of Baltimore - - -	30 January -	13 18 55	} 11 20 8	—	—
	6 March -	9 6 13		—	
	10 April -	12 15 15	- - -	10 16 29	} 10 1 9
	15 May -	- - -	- - -	9 6 54	
	19 June -	- - -	- - -	10 6 5	
	24 July -	- - -	- - -	9 23 7	
	28 August -	- - -	- - -	- - -	- - -
City of Boston - - -	16 January -	9 4 55	} 10 20 53	—	—
	27 February -	10 15 40		—	
	3 April -	12 18 5	- - -	9 19 30	} 10 8 26
	8 May -	- - -	- - -	10 7 5	
	12 June -	- - -	- - -	10 9 25	
	17 July -	- - -	- - -	10 21 45	
	21 August -	- - -	- - -	- - -	- - -
City of New York - - -	9 January -	10 23 55	} 11 8 37	—	—
	13 February -	11 17 20		—	
	1 May -	- - -	- - -	10 22 28	10 22 28
City of London - - -	22 May -	- - -	- - -	10 8 15	} 11 0 13
	26 June -	- - -	- - -	10 9 20	
	31 July -	- - -	- - -	12 7 4	
City of Washington - - -	6 February -	14 12 27	} 12 11 47	—	—
	13 March -	11 2 50		—	
	17 April -	11 20 5		—	
Edinburgh - - -	2 January -	12 12 10	- - -	—	—
	16 Voyages -	187 12 21	19 Voyages -	194 14 1	
	Average -	11 17 16	Average -	10 5 47	

Liverpool, September 1867.

PAPERS RELATING TO THE

Liverpool, New York, and Philadelphia Steamship Company,
 Liverpool, 8 October 1867,
 At London.

Sir,

I HAVE the honour to state, in answer to your letter, No. 619 S., of 2nd October, on the subject of which I have been favoured with an interview this morning, that the Liverpool, New York, and Philadelphia Steamship Company decline to allow their regular Mail steamers sailing every Thursday from Queenstown to call at Halifax on the outward or homeward voyages.

In preference to such a service, I hereby offer, on their behalf, to maintain for the time named an independent fortnightly service, and subsequently until the expiry of three months after notice is given on either side—

From Queenstown to Halifax, and from Halifax to Queenstown in 12 days,
 for the sum of 1,000 *l.* per round voyage, or 500 *l.* each way, provided the date of departure is about midway between our Thursday's mail days (not being Sunday): Monday from Queenstown would be preferred.

To the Secretary,
 General Post Office, St. Martin's-le-Grand.

I have, &c.
 (signed) *William Inman.*

Enclosure 3, in No. 13.

NATIONAL STEAMSHIP COMPANY (LIMITED).

14, The Albany, Old Hall-street,
 Liverpool, 30 September 1867.

The Secretary of the Post Office, London.

Sir,

IN sending in the accompanying Tender, the Board of the National Steamship Company wish to express to the Post Office authorities that they are willing to incur the necessary expense to expedite their boats, and also to incur any penalties for non-performance, on the understanding that so long as the Contracts remain in force with the National Steamship Company, the Post office authorities do not send any other mails to New York or Boston on the days which are named in the accompanying Tender.

I am &c.
 (signed) *L. W. Macalister,*
 General Manager.

TENDER for conveying HER MAJESTY' MAILS from some Port in the United Kingdom to New York.

Sir,

National Steamship Company Line,
 14, The Albany, Liverpool.

WE hereby offer to convey Her Majesty's Mails, by steam vessels, from Liverpool, *via* Queenstown, to New York, and on the conditions marked A., every Thursday, in 15 days each voyage, from Liverpool or from Queenstown on Friday in 14 days from final start from Queenstown.

If required, under the 6th Condition, to provide a room for sorting the mails, we shall demand 500 *l.* for each ship in which such provision shall have to be made; and for the food and accommodation of each officer employed in sorting, we shall demand 30 *l.* per voyage if the officer be treated as a chief cabin passenger, and 30 *l.* if he be treated as a fore cabin passenger.

We propose, as our sureties, in the penalty of 5,000 *l.*, Mr. William Rowe, of Liverpool, merchant, and Mr. Robert Maxwell, of Liverpool, merchant, and we refer you to the National Bank of Liverpool as persons of whom inquiry can be made as to the responsibility of such sureties.

We agree to execute a formal Contract for the performance of the service, according to the terms of this Tender and the annexed conditions, and to begin the service on the 1st March in 1868.

The Secretary, of the Post Office.

We are, &c.
 (signed) *L. W. Macalister,*
 General Manager.

[The form of Tender in full will be found in the Postmaster General's Letter of 15th July.]

Enclosure 4, in No. 13.

Sir,

Hamburg, 28 September 1867.

WE have the honour to hand you herewith our Tender for the conveyance of Her Majesty's mails from Southampton to New York, by the steamers of our Company, and to which we beg to be allowed to add the following suggestions.

The time of the duration of the voyage we understand to be reckoned from the time when the mails are delivered to us at Southampton, up to the time of the landing of the same at our pier in Hoboken (New York), and that the local time of both countries is to be the basis upon which the duration of the passage is to be calculated.

In the event of any of our steamers carrying the mails being detained at the quarantine at New York, we would suggest that such time of detention should not be reckoned against us.

If your department should consider it of great importance that we should undertake to convey the mails every Friday throughout the year, we beg to say that existing obligations would not easily allow us to commence at once with weekly departures; however, in case of need, we are prepared to meet your views in this respect also from 1st January next.

With regard to the Condition 4, on the printed form of Tender, that the payment by the contractors of any penalties shall in no way prejudice the right of the Postmaster General to treat the failure to provide a proper vessel at the appointed time, or to perform a voyage at or within the appointed period, as a breach of the contract, we do not feel justified to undertake the conveyance of the mails under this stringent condition, inasmuch as we are of opinion that the payment of the penalty incurred should exclude the right of the Postmaster to treat the failure to provide a proper vessel at the appointed hour as a breach of contract, for "*force majeure*" might be the cause; therefore Condition 4 should be subject, as well as all other conditions, to the mode of deciding any difference of opinion between the contracting parties, as provided by rule 22 of the Contract.

With reference to the condition, sub. 5, we beg to suggest that in case the Postmaster should make an alteration affecting the hour of departure, the hour should not, without our previous consent, be put earlier than Friday at noon.

Judging that the space required for a sorting room on board of our steamers (independent of the mail room wherein to deposit the mails), would be equal to about 14 tons cargo space each way, we think that a sum of 20*l.* per voyage to be paid us would be a very moderate remuneration for the lost space.

We beg to recommend these suggestions to your favourable consideration.

We remain, &c.

The Directors of the Hamburg Amerik-Packetfahrt Actien Gesellschaft,

Adolph Godeffroy, Chairman.

To the Secretary of the Post Office, London.

P.S.—If on examination of the various Tenders, ours would be acceptable but for our having asked 11½ days for the voyage, we are ready to alter it to 11 days only, although the payment is so small as not to admit of any reduction from the sum to be received. Our agents, Messrs. Smith, Sundius & Co., 17 Gracechurch-street, will be happy to wait upon you, and arrange any minor matters which may want settling, and are authorised by us to agree to perform the service weekly throughout the year if you require it.

(signed) *Adolph Godeffroy*, Chairman.

TENDER for conveying HER MAJESTY'S MAILS from some Port in the United Kingdom to *New York*.

Sir,

Hamburg, 28 September 1867.

WE hereby offer to convey Her Majesty's Mails, by steam vessels from Southampton, *viâ* Cowes, to New York, and on the conditions marked A., every Friday afternoon in 11½ days each voyage, for the time from 1st March until 15th December, and every alternate Friday from 15th December until 1st of March.

If required, under the 6th Condition, to provide a room for sorting the mails, we shall demand 75 *l.* for each ship in which such provision shall have to be made, and 20 *l.* each voyage for the lost space; and for the food and accommodation of each officer employed in sorting we shall demand 30 *l.* in all per voyage out and home, if the officer be treated as a chief cabin passenger, and 20 *l.* in all out and home, if he be treated as a second cabin passenger.

We propose as our sureties, in the penalty of 5,000 *l.*, Mr. Andrew Duncan, partner of the firm of Smith, Sundius & Co., London, and Mr. George Duncan of the same firm; and we refer you to Messrs. John Henry Schroder & Co., London, as persons of whom inquiry can be made as to the responsibility of such sureties.

We agree to execute a formal Contract for the performance of the service, according to the terms of this Tender and the annexed conditions, and to begin the service on the 1st of January in 1868; if required and timely notice given, otherwise on 1st March 1868.

We are, &c.

The Hamburg Amerik-Packetfahrt Actien Gesellschaft,
Adolph Godeffroy, Chairman,

The Secretary of the Post Office.

Hamburg.

[The form of Tender in full will be found in the Postmaster General's Letter of
15th July.]

Enclosure 5, in No. 13.

Sir,

London, 1 October 1867.

IN reference to the advertised Contract for the conveyance of Her Majesty's mails from the United Kingdom to New York, although we are not prepared to offer upon the enclosed form of Tender, we are quite ready, if permitted, to lay before his Grace the Postmaster General an offer for the conveyance of those mails, and to include a service to Halifax, Nova Scotia.

We are, &c.

(signed) *Cunard, Burns, & MacIver,*
per *John Burns.*

To the Secretary of the Post Office.

[The form of Tender in full will be found in the Postmaster General's Letter of
15th July.]

Enclosure 6, in No. 13.

Gentlemen,

General Post Office,
1 October 1867.

I AM to acknowledge the receipt of your letter of this day's date, and to acquaint you, in reply, that the Postmaster General will be glad to receive from you an offer for the conveyance of the New York Mails, including a fortnightly service between this country and Halifax, Nova Scotia.

I am, &c.

Messrs. Cunard, Burns & Mac Iver.

(signed) *F. Hill.*

Enclosure 7, in No. 13.

Sir,

London, 4 October 1867.

IN reference to the advertised Contract for the conveyance of Her Majesty's mails from the United Kingdom to New York, we beg to make the following offer, embracing, in addition, the conveyance of mails from New York, conjointly with an offer for the conveyance of Her Majesty's mails to and from Halifax, Nova Scotia.

We are willing to continue the service in precisely the same manner in which it has been and is being conducted by us at the present time, from the 1st of January 1868, for a period of 10 years, terminable on one year's notice on either side thereafter, upon the following conditions, viz.:

1. To perform a fortnightly service from Liverpool to and from New York direct, sailing on every alternate Saturday, and calling at Queenstown as at present, with vessels enumerated under Class A, but to have in our power the option of substituting for the performance of this service any of the vessels enumerated under Class B, or vessels of similar efficiency; and—

2. To perform a fortnightly service from Liverpool to and from New York, calling at Halifax, sailing on every alternate Saturday, and calling at Queenstown as at present, with vessels enumerated under Class B, or vessels of similar efficiency (or, with vessels enumerated under Class A, at our option).

3. The vessels performing these services to be subject only to the Board of Trade survey, and not to Admiralty requirements and conditions.

4. These offers to include sorting offices and maintenance of sorting officers out and home, as at present, in both classes of vessels, and in other respects the services to be scrupulously carried on with the same efficiency and regularity in which they are now conducted; and—

5. The payment for the performance of these services to be at the rate of 120,000 *l.* sterling per annum, but in the event of our calling at Halifax being dispensed with, the payment to be at the rate of 95,000 *l.* sterling per annum.

We are, &c.

(signed) *Cunard, Burns & MacIver,*
per *John Burns.*

To the Secretary of the
Post Office.

CLASS (A.)

Vessels.					Tonnage.	Vessels.					Tonnage.
Scotia	-	-	-	-	3,871	Cuba	-	-	-	-	2,668
Russia	-	-	-	-	2,959	China	-	-	-	-	2,529
Java	-	-	-	-	2,696	Australasian	-	-	-	-	2,761

CLASS (B.)

Vessels.					Tonnage.	Vessels.					Tonnage.
Samaria (building)	-	-	-	-	2,500	Atlas	-	-	-	-	1,794
Siberia	-	-	-	-	2,498	Olympus	-	-	-	-	1,794
Tripoli	-	-	-	-	2,061	Hecla	-	-	-	-	1,785
Tarifa	-	-	-	-	2,058	Marathon	-	-	-	-	1,784
Aleppo	-	-	-	-	2,057	Kedar	-	-	-	-	1,783
Palmyra	-	-	-	-	2,044	Morocco	-	-	-	-	1,783
Malta	-	-	-	-	2,132	Sidon	-	-	-	-	1,732

NOTES.

1. The foregoing offers have been based upon the results of the most careful and close scrutiny, assuming that they may yield only a moderate remuneration to the contractors, taking into account that the services are to be performed in a manner creditable to themselves, and meeting the requirements of the public service.

2. Our guarantee for speed and regularity must be based upon the character of our ships, and the recognised efficiency with which we have conducted the mail service between Great Britain and America for a period of no less than 28 years, during which time we have never failed to sail our vessels at the appointed time, unless detained by order of the Government, and during which long period we have never, under Providence, lost a passenger or a letter, and we feel convinced that if any other principle was adopted, it would be a direct premium for, and lead to, loss of life and property.

3. We have hitherto been reluctant to bring our views under the notice of Government, but we have always considered that there are two important advantages which can only accrue from the maintenance of a British contract postal service, the first being, the necessity of keeping up a communication with the naval force on the North American station, and the propriety that such a service should (when political emergency required) be available for the use of the Naval Commander-in-chief upon that station. Now, without a Contract, no steamer could go regularly to Halifax, and without a regular steamer the communication could not be maintained; and this argument, we submit, is equally strong in a colonial point of view. Then again, as regards the communication with the United States of America, circumstances have arisen in our own experience, and may again arise, when it has been, and may be, of the greatest consequence for the Foreign Office to be in direct communication, by British contract packet, with the British Minister at Washington; but if there is no line of packets sailing under a specific contract, there cannot be the regularity which is necessary, and it might not be desirable to send Government despatches by a French, German, American, or other foreign steam packet, or even in British vessels, which, although carrying a mail, would not be recognised as peculiarly under contract with the British Government, and as such respected, as our Fleet, sailing under the orders of the British Government, undoubtedly has been, in times when the friendly relations between this country and America have been in jeopardy.

4. We may be permitted to draw the attention of his Grace the Postmaster General to the fact, that whilst notice has been given to terminate our Contract with the British Government, the French and German Governments are doing everything in their power to encourage and maintain Transatlantic postal services, and in the case of the former, the Government of the Emperor has contracted for a postal service to New York for a period of upwards of 20 years, at the rate of nearly double the amount which is at present paid by the British Government to us, besides advancing 10,000,000 of francs, to be returned in 20 years without interest.

5. In making these remarks, it is not our wish to trespass beyond the postal question, with which only his Grace the Postmaster General has to deal; but had we the opportunity we think that we could adduce grave reasons, in a national point of view, why the British contract system, as a system, should not be abolished, for surely and certainly other nations

will hasten to occupy and reap the benefit of the position upon the Atlantic, which, if once relinquished by this country, will never be regained.

6. Our opinions, as those of parties interested, may be liable to be viewed as being biased by personal considerations, but having had the honour under Her Majesty's Government of hitherto maintaining, in a very prominent and marked manner, the supremacy of the British contract system upon the Atlantic, for upwards of a quarter of a century, we may be permitted to submit these observations, confident that they will be viewed with trust, as being the results of long experience, and as being borne out by concurrent facts.

*Cunard, Burns, & MacIver,
per John Burns.*

— No. 14. —

COPY OF TREASURY MINUTE dated 26th October 1867.

THE Financial Secretary states to the Board that he has had an interview with the Postmaster General on the subject of the tender made by Messrs. Cunard, and that the Duke of Montrose, at his request, has undertaken to ascertain whether the Post Office authorities of the United States will engage to send by that line the mails which they have ready on the days upon which the Cunard vessels sail from New York, paying the sea postage on such mails to the British Post Office.

My Lords approve; let the papers wait until the Postmaster General makes known the result of his inquiry.

— No. 15. —

The Secretary to the Post Office to the Secretary to the Treasury.

Sir,

General Post Office, 13 November 1867.

I AM directed by the Postmaster General to inform you that, in accordance with your wish, he despatched an officer to Washington by the mail packet of the 26th October, with a letter, of which a copy is enclosed, to the Postmaster General of the United States.

The officer had written instructions in the event of the reply of the United States Post Office to the 3rd paragraph of that letter being in the affirmative, to telegraph the word "settled" to this Department, and in the event of the reply being in the negative, to telegraph fully the grounds of refusal.

During his absence copy of an advertisement from the Postmaster General of the United States, calling for tenders for the conveyance of mails to this country, has reached this Department through a private channel. It will be observed that this advertisement confirms the views expressed in the letter from his Grace the Postmaster General of the 24th ultimo, inasmuch as it shows that the United States Post Office does not contemplate employing all the vessels of the Companies tendering for the service, and does not intend to make any arrangements for sorting the mails on board. This will not appear surprising when it is considered that the system of sorting on board confers little if any advantage upon the people of the United States. The point of arrival and departure in America is the most important city in that country, and the Post Office of that city can dispose of mails with such rapidity as to make the sorting of mails on board of little or no value; but the point of arrival and departure in the United Kingdom is a place, postally speaking, of very little importance, and incapable of dealing with the large American mails.

Through the system of sorting on board, a large number of places in the United Kingdom despatch their American letters a day later and receive them a day earlier than they would if that system were abandoned.

The advertisement from the American Post Office confirms the fear which
the

the Duke of Montrose expressed in the letter of the 24th ultimo, that the system of sorting on board would be thrown into great confusion, if indeed it were not quite broken up, unless the arrangement proposed by him in that letter were adopted.

His Grace is happy, therefore, in being able to report that the reply which has now been received from our officer in America, and of which I enclose a copy, is satisfactory. He does not indeed give the final decision of the United States Post Office, nor could we have expected to obtain it before the day fixed for the reception of the tenders in America, but he states that in his opinion the question may be considered as "settled," this last word being the word which he was instructed to use if the reply to our letter was in the affirmative.

He is a cautious and intelligent officer, and well aware of the circumstances which made it necessary that he should be especially careful and guarded in his reply, and I have no doubt from my knowledge of him, that he has rather understated his conviction, and that practically, he has assured himself that on the 23rd instant, the consent of the United States Post Office will be given.

He has been instructed to transmit that consent by telegraph on the 23rd, and to obtain precedence for his message over all other messages. A letter explanatory of his message, may possibly arrive by the 21st instant, and will certainly arrive by the 23rd instant.

I am, however, directed by the Postmaster General to state that he has no hesitation in expressing his conviction that the mission to America has succeeded, and in recommending the adoption of the arrangements proposed in his letter of the 24th ultimo.

The Secretary, Treasury.

I am, &c.
(signed) *J. Tilley.*

Enclosure 1, in No. 15.

General Post Office, London,
26 October 1867.

Sir,

REFERRING to Article 2 of the Postal Convention of the 18th of June last, which provides that the British and United States Post Offices shall each make its own arrangements for the dispatch of mails to the other, and shall, at its own cost, remunerate the owners of the ships by which such mails are conveyed, I am directed by the Postmaster General to inform you that, having called for tenders for this service, he has received from the North German Lloyd, of Bremen, and from Mr. William Inman, of Liverpool, satisfactory offers to convey the mails for the sea postage, the acceptance of which offers will afford to the public regular despatches from the United Kingdom on the Tuesday and Thursday of each week. The mails of Saturday have, as you are aware, been conveyed for a number of years, with great efficiency, by the vessels of Messrs. Cunard, Burns, & MacIver, from whom also an offer has been received to continue to convey a mail to New York, every Saturday, from Liverpool, and every Sunday from Queenstown, by vessels fitted up with sorting rooms, calling on each alternate voyage at Halifax, Nova Scotia.

But this offer is only made on the express condition that the service to be undertaken shall comprise the conveyance of a homeward as well as of an outward mail, and that Messrs. Cunard shall receive from this department a fixed remuneration for the whole service.

As the public of this country has long been accustomed to write by this line of packets, and the day of sailing has been found so convenient, the Postmaster General is considering the expediency of accepting the offer of Messrs. Cunard, and thereby affording, in conjunction with the North German Lloyd and the Inman lines, three good services to New York in each week; and, as he cannot doubt that the United States Post Office will be equally desirous of forwarding mails to this country by vessels of such proved efficiency, I am to request that you will be good enough to acquaint me, for His Grace's information, whether, in the event of Messrs. Cunard's tender being accepted, you will be willing to pay over to this department the amount of remuneration for each homeward voyage which you would otherwise pay to Messrs. Cunard, as the owners of the steam vessels conveying the mails.

The Postmaster General is aware that the United States Post Office has been anxious that the day on which the Cunard steam vessels leave New York for Queenstown should be changed from Wednesday to Tuesday, and he has ascertained that Messrs. Cunard, Burns, & MacIver would not object to that alteration.

As it is highly important to come to a decision on this question as early as possible, the Postmaster General has despatched this letter to Washington by the hand of Mr. Leonard

Bidwell, one of the clerks of the Secretary's office of this department, to whom his Grace requests that you will communicate your reply, in order that he may inform this department of its purport by means of the electric telegraph.

The Postmaster General,
&c. &c. &c.
Washington.

I have, &c.
(signed) *J. Tilley.*

Enclosure 2, in No. 15.

PROPOSALS for the Conveyance of the United States Mails to the United Kingdom.

Post Office Department, Washington,
23 October 1867.

1. IN accordance with the provision of the New Postal Convention between the United States and the United Kingdom of Great Britain and Ireland, coming into operation on the 1st of January 1868, that "Each office shall make its own arrangements for the dispatch of mails to the other office by well-appointed ships sailing on stated days, and shall at its own cost remunerate the owners of such ships for the conveyance of the mails:"

2. Notice is hereby given that proposals will be received at the Post Office Department, in the City of Washington, until 3 p.m. of Saturday, the 23rd of November 1867, for the conveyance of the mails of the United States for a period of one year, commencing on the 1st of January 1868, by well-appointed ships departing on stated days, and at regular intervals of time, from a designated port in the United States to a port or ports in the United Kingdom.

3. Each proposal must name the port of departure from the United States; the port or ports of destination in the United Kingdom; the names, tonnage, and class of each steamship tendered for the mail service; the time to be occupied in performing each voyage from the port of embarkation to the port or ports of debarkation; the days and dates of proposed departures from the United States; and the compensation asked for the sea transportation of the mails at designated amounts per ounce for letters, and per pound for newspapers, book packets and patterns, or samples of merchandise, respectively.

4. Bidders tendering steamships which have been employed in the trans-Atlantic mail service during the present year, should transmit with their proposals, authentic statements of the actual time occupied by such steamships in performing each outward passage from the United States to the United Kingdom during the year 1867.

5. The proposed schedule days and hours of sailing from the United States must be subject to approval by the Postmaster General, who reserves the right to adjust and fix the schedules of departure of all the steamships which he may accept, in such manner as will secure the greatest attainable regularity and efficiency in the mail service.

6. As the Postmaster General is restricted by law from allowing any greater compensation for the transportation of the mails to foreign ports than the sea and United States inland postage to an American, and the sea postage only to a foreign vessel, proposals naming a higher rate of compensation cannot be considered by the Department.

7. Each proposal must be properly guaranteed with satisfactory testimonials as to the ability of the party making it to perform the mail service according to its terms.

8. If deemed advisable by the Postmaster General the owners of the accepted steamships to execute formal contracts with good and sufficient sureties for the designated service, containing all the usual provisions and stipulations of ocean mail steamship contracts, including the imposition of fines, or deductions for delays or irregularities, and of suitable penalties for failures to perform any of the regular voyages embraced in the proposals.

9. Proposals should be addressed under seal to the Postmaster General, with the words, "Mail Proposals," "Foreign Mails," written on the face of the address.

Postmaster General.

Enclosure 3, in No. 15.

COPY of a TELEGRAM received by Atlantic Cable at the General Post Office, at 7.45 p.m. on 12th November 1867, from Mr. *Leonard Bidwell*, an officer of the Post Office sent to Washington on the 26th October.

"Bidwell, to Post Office Secretary, London.

"Matter cannot be finally closed till 23rd, when their Tenders come in; but may, I think, be considered as settled."

— No. 16. —

Mr. *Inman* to the Lords Commissioners of the Treasury.

Liverpool, New York, and Philadelphia
Steam Ship Company, Nos. 62 and 63, Tower Buildings,
Liverpool, 14 November 1867.

My Lords,

I HAVE the honour to address your Lordships on the following subject;—

On the 1st October, in accordance with advertisement, I sent in a tender to the General Post Office for the conveyance of mails to America, and I have reason to believe that the Cunard Company did not intend to tender.

Not having received any answer to my tender, and yet finding that mail sorting-rooms are being fitted up in Cunard's cargo steamers, I am led to infer that some change may be in contemplation, or that they have some encouragement not granted to me.

As their contracts have hitherto been carried out by your Lordships, I have respectfully to express a hope that, in accordance with the letter I received in 1858 (copy enclosed), no change may be sanctioned without my having at least an opportunity of being heard.

To the Lords
Commissioners of Her Majesty's Treasury,
London.

I have, &c.
(signed) *William Inman.*

Enclosure in No. 16.

Sir Charles Trevelyan, K.C.B., to Mr. *Inman*.

Sir,

Treasury Chambers, 9 November 1858.

I AM desired by the Lords Commissioners of Her Majesty's Treasury to inform you, in reply to the letter addressed by you to this Board, on behalf of the Liverpool, New York and Philadelphia Steam Ship Company, that when a new postal service is about to be established by Government, it is the practice of their Lordships to invite tenders by public advertisements, thereby affording to all parties the opportunity of competing for such services, provided they conform to the required conditions.

William Inman, Esq., Liverpool.

I am, &c.
(signed) *C. E. Trevelyan.*

— No. 17. —

The Secretary to the Treasury to the Postmaster General.

My Lord Duke,

Treasury Chambers, 15 November 1867.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to inform you that they have had under their consideration your Grace's letter of the 24th ultimo, reporting upon the tenders sent into your department for the conveyance of the North American mails; and I am to authorise you to accept those of the North German Lloyd Company, and of the Liverpool, New York, and Philadelphia Steam Ship Company, for the conveyance of the mails in question, on Tuesdays and Thursdays in each week respectively.

With regard to the tenders of the National Steam Ship Company, and of the Hamburg American Steam Company to convey the mails on Fridays, and to the offer made by Messrs. Cunard, Burns & M'Iver, I am to state that my Lords will direct a communication to be sent to you when they have arrived at a decision in the matter.

His Grace the Postmaster General.

I am, &c.
(signed) *George Ward Hunt.*

— No. 18. —

The Secretary to the Treasury to Mr. *Inman*.

Sir,

Treasury Chambers, 15 November 1867.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to acknowledge the receipt of your letter of 14th instant on the subject of the tenders which have been made for the conveyance of the North American Mails, and I am to inform you that my Lords have authorised the acceptance of that which has been sent in by you for the conveyance of them weekly from Queens-town on Thursday.

I am to add, that an offer from Messrs. Cunard for a contract under which mails would leave London on Saturdays is, with other offers, still under consideration.

I am, &c.

(signed) *George Ward Hunt*.

W. Inman, Esq.,
Liverpool, New York, and Philadelphia
Steamship Company,
62, Tower Buildings, Liverpool.

— No. 19. —

The Secretary to the Post Office to the Secretary to the Treasury.

Sir,

General Post Office, 16 November 1867.

WITH reference to your letter of the 15th instant, authorising the Postmaster General to accept the tender of Mr. William Inman for the conveyance of a mail every Thursday from Queenstown to New York, and the tender of the North German Lloyd for the conveyance of a mail every Tuesday from Southampton to New York, I am directed by the Postmaster General to submit, for the approval of the Lords Commissioners of the Treasury, draft contracts* for each of these services.

I am, &c.

(signed) *J. Tilley*.

G. Ward Hunt, Esq., M.P.,
Treasury.

— No. 20. —

The Secretary to the Treasury to the Postmaster General.

My Lord Duke,

Treasury Chambers, 18 November 1867.

WITH further reference to your Grace's letter, dated the 24th ultimo, I am directed by the Lords Commissioners of Her Majesty's Treasury to state, that having already authorised your Grace to accept the tenders of the North German Lloyd, and of the Liverpool, New York, and Philadelphia Company, for the conveyance of mails from this country to New York, on Tuesday and Thursday respectively, my Lords will now proceed to consider the points upon which no decision has yet been given by them, namely :—

1st. How the proposed temporary service to Halifax can best be provided ;
and,

2ndly. As to the conveyance of the American mails at the latter part of the week.

With regard to the first point, it appears that there are two offers before your Grace ; one from Mr. Inman on behalf of the Liverpool, New York, and Philadelphia Company, to maintain a fortnightly service between Queenstown and Halifax for six months, and to perform the voyage in each direction in 12 days, for a sum of 1,000 *l.* per round voyage, or 26,000 *l.* per annum, which sum Mr. Inman has hinted in conversation might be reduced to 750 *l.* per round voyage, or at the rate of 19,500 *l.* per annum The other from Messrs. Cunard & Co.,

to

* These contracts will be laid upon the Table of the House in a separate form.

to combine with a contract service between Queenstown and New York a fortnightly call at Halifax, at an additional cost of 25,000 *l.* per annum.

It appears to my Lords that should the Liverpool, New York, and Philadelphia Company be willing to undertake a contract for six months at the sum named in conversation by Mr. Inman, it would be advantageous for the public service to agree with that Company upon those terms; the sum to be paid being at the rate of 5,500 *l.* per annum less than that named by Messrs. Cunard, and the offer not being dependent upon the acceptance by your Grace of any other contract, as is the case with the proposal of the latter Company. While in the event of my Lords determining to accept Messrs. Cunard's offer to convey mails weekly between Queenstown and New York, the alternate weekly service under such arrangement would be relieved from the delay consequent upon an obligation to call at Halifax.

The service being only a temporary one, my Lords do not think the anticipated difference of time for the performance of the voyage as between the two offers is a material consideration, and they are therefore pleased to authorise your Grace to offer to Mr. Inman a contract for six months for a fortnightly service between Queenstown and Halifax, for the sum of 750 *l.* per round voyage, the service to be performed in each direction in 12 days.

With respect to the second point, my Lords observe that, in recommending them to accept the offer of Messrs. Cunard conjointly with the tenders of the North German Lloyd, and the Liverpool, New York, and Philadelphia Company, your Grace has not stated your reasons for not advising that the offer of the Hamburg American Steam Ship Company should also be accepted; and as their ships sail on Friday, a day not named by any other of the tendering Companies (except the National Steam Ship Company, whose offer my Lords agree with your Grace is, for the reason given by you, inadmissible), it would appear at first sight that the acceptance of the offer of that Company would give additional accommodation to the public. My Lords, however, presume that your Grace has some good reason for abstaining from recommending the acceptance of such offer, and they request that they may be favoured with your Grace's views upon the matter.

I have, &c.

(signed) *George Ward Hunt.*

His Grace the Postmaster General.

— No. 21. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 19 November 1867.

IN compliance with the request made in your Lordships' letter of the 18th instant, that I would state my reasons for not advising that the tender of the Hamburg American Steam Ship Company, for the conveyance of a mail from Southampton to New York every Friday, should be accepted, I have the honour to observe that this tender was not recommended for acceptance because it was not thought that a mail on Friday from Southampton, intervening between a mail on Thursday from Queenstown and a mail on Sunday from Queenstown, would be of service to the public. In the first place, comparatively few letters could be sent in such a mail, as the packet of Thursday would clear out all the letters from all parts of the kingdom up to Wednesday night, and would leave but one day's accumulation from only a portion of the kingdom for the packet of Friday.

In the second place, it is probable that letters posted on Thursday, to be sent by the vessels of the Hamburg Company on Friday from Southampton would be delivered in New York, as a rule, on the Tuesday or Wednesday of the next week but one to that of their departure; and, in such case, they would frequently be overtaken by letters posted on Saturday (two days later), for the packets of Sunday from Queenstown. The knowledge that they could be so overtaken, and that even when not overtaken, they would often arrive only one day earlier than letters posted two days later, would probably prevent the mercantile public from using the Friday packet at all. Under these circumstances,

the Hamburg Company would have but little inducement to perform the voyage well; for their earnings from sea postage would be very small, and the penalties for delay, being based on the sea postage, would be proportionately trifling. All things considered, therefore, it seemed to me that if it were decided to accept the tender of Mr. Inman and the offer of Messrs. Cunard, Burns & MacIver, the public would derive no such benefit from the services of the Hamburg Company as would warrant the withdrawal of even the small sum which they would earn from the earnings of the Cunard packets.

I have, &c.
(signed) *Montrose.*

The Lords Commissioners of the Treasury,
&c. &c. &c.

— No. 22. —

The Secretary to the Treasury to the Postmaster General.

My Lord Duke, Treasury Chambers, 20 November 1867.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to acquaint your Grace that my Lords have had under their consideration Mr. Tilley's letter of the 16th instant, transmitting a draft contract with Mr. William Inman, for the conveyance of a mail every Thursday from Queenstown to New York, and also a draft contract with the North German Lloyd, for the conveyance of a mail every Tuesday from Southampton to New York.

I am desired to state that my Lords approve of both the draft contracts in question.

I am, &c.
(signed) *George Ward Hunt.*

His Grace the Postmaster General.

— No. 23. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords, General Post Office, 20 November 1867.

IN accordance with the directions contained in your Lordships' letter of the 18th instant, the Liverpool, New York, and Philadelphia Steam Ship Company were written to, and offered a Contract for the conveyance of Her Majesty's mails for six months, between Queenstown and Halifax, Nova Scotia, at the rate of 750 *l.* the round voyage; the service to be performed in each direction in 12 days; and I have the honour to report that I have this day received the reply of the Company, agreeing to undertake the performance of the service, on the proposed terms.

I have, &c.,
(signed) *Montrose.*

The Lords Commissioners of the Treasury,
&c. &c. &c.

— No. 24. —

Mr. *Inman* to the Secretary to the Treasury.

Sir,

London, 22 November 1867.

REFERRING to my interview this morning, it would be a great injustice, and I am satisfied offensive in America, if Cunards get 95,000 *l.* a year for the New York mails, while we only receive about 30,000 *l.* I tendered to advertisement in full faith that the Post Office had fixed the pay, and I think even now others will do it, if Cunards will not. Our steamers are as good as Cunards',
who

who followed our example in screws, and in calling at Cork free, after asking 500 *l.* a trip, and we have performed, and always been ready to perform, as much service in war time as Cunards.

Any advantage given them over us can only injure the public service, because how can we, as mail carriers, have a fair trial, unless both are treated alike? The age of my company (17 years), with as good a fleet of mail steamers as Cunards' (yet with no grant against their 176,000 *l.* a year), proves that on equal terms we should long since have been before them, or the service better than it is. I did not seek the Halifax mails, but, when asked to call, proposed an independent service, believing we were accommodating the public service to enable the Post Office to do without Cunards; and I repeat now my request of this morning, that if Cunards are to receive 95,000 *l.* a year for what I believe will not bring us 35,000 *l.*, we may be absolved from our offer of the Halifax service. Ocean postage first brought us in 800 *l.*, increasing to 1,200 *l.* a voyage, but with two departures turned into three, and postage reduced one-half, does not show 500 *l.* a week, and with this against 2,000 *l.*, or thereabouts, steamers being alike, how can we continue to run on such unequal terms?

If, then, Cunards, not tendering according to advertisement, receive their own terms, may I hope that I may give six months' notice and obtain equally high terms. I respectfully press for equality with hitherto most highly favoured competitors, or in other words that they may be reduced, and my Company advanced to what has been hitherto ocean mail postage; as I understand it is a matter for the Cabinet, may I hope this may be submitted before a final decision.

G. W. Hunt, Esq.,
Secretary to the Treasury.

I am, &c.,
(signed) *William Inman.*

— No. 25. —

The Secretary to the Treasury to the Postmaster General.

My Lord Duke, Treasury Chambers, 23 November 1867.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to forward to you, for your information, a copy of a letter which has been addressed to me by Mr. Inman, on the subject of the conveyance of the American mails.

I am, &c.
(signed) *George Ward Hunt.*

His Grace the Postmaster General.

*Copy of letter of
22d Nov. enclosed.*

— No. 26. —

The Secretary to the Treasury to Mr. Inman.

Sir, Treasury Chambers, 23 November 1867.

I HAVE received and laid before the Lords Commissioners of Her Majesty's Treasury your letter of yesterday's date, on the subject of the conveyance of the American mails, and I am to inform you that it will be brought before Her Majesty's Government when they next take the question to which it relates into their consideration.

I am, &c.
(signed) *George Ward Hunt.*

W. Inman, Esq.,
Cox's Hotel, Jermyn-street, S.W.

— No. 27. —

The Secretary to the Treasury to Mr. *Inman*.

Sir,

Treasury Chambers, 25 November 1867.

WITH reference to your letter of the 22nd instant, on the conveyance of mails between this country and Halifax, I am desired by the Lords Commissioners of Her Majesty's Treasury to request that you will inform my Lords upon what grounds you ask that your company may be relieved of their engagement to undertake the Halifax service, in the event of a contract being entered into by Her Majesty's Government with Messrs. Cunard for an entirely different service, viz., one between this country and New York.

W. Inman, Esq.,
Cox's Hotel, Jermyn-street, S. W.

I am, &c.
(signed) *George Ward Hunt*.

— No. 28. —

Mr. *Inman* to the Secretary to the Treasury.

Liverpool, New York, and Philadelphia
Steam Ship Company.

Sir,

Liverpool, 26 November 1867.

I HAVE the honour to acknowledge the receipt of your letters of the 23rd instant (18,234), and of the 25th instant (18,234²⁵_{II}). In reply to the latter, I have to state, for the information of the Lords Commissioners of Her Majesty's Treasury, that prior to the offer made by me on the 5th of October, to convey the mails to Halifax, I had personally explained to Mr. Tilley and to Mr. Hill, at the General Post Office, that I had reason to believe the Cunard Company would not tender for the service; that we could only take it from Cork to Halifax, either *en route* from Antwerp, or from Liverpool to New York; that the port charges and extra insurance alone would amount to 500 *l.*, without any other expenses of the *détour* and detention. But I stated that we were so anxious to establish an equality in the general Atlantic trade with the Cunard Company, and to that end to assist in carrying out any service they refused, that we would, to accommodate the Post Office, and, as a temporary arrangement, undertake to perform it.

I made this offer in the full belief that Cunard would not be allowed more favourable terms than others.

If, however, the Cunard Company are to receive 95,000 *l.* a year, or 1,820 *l.* a voyage, for sailing the same day to New York direct, the result will simply be, that each alternate Saturday will witness the Cunard mail steamer sailing from Liverpool direct to New York, side by side with ours for the same port, *vid* Halifax, and receiving only 750 *l.* against Cunard's 1,820 *l.*

Cunard, therefore, being thus enabled to underquote our rate of freight, the natural consequence would inevitably be, that our steamer would go empty.

Such a grant, therefore, to the Cunard Company would upset the whole basis upon which our offer was founded.

The Secretary to the Treasury,
London.

I have, &c.
(signed) *William Inman*.

— No. 29. —

The Secretary to the Post Office to the Secretary to the Treasury.

Sir,

General Post Office, 27 November 1867.

I AM directed by the Postmaster General to acknowledge the receipt of your letter of the 23rd instant, transmitting, for the information of his Grace, a copy of a letter from Mr. William Inman, of Liverpool, on the subject of his tender for the North American Mail Service.

In this letter Mr. Inman estimates the payment which he will receive for the carriage of mails by his vessels, calculated at the reduced rate of sea postage, which is to come into operation in January next, at 30,000 *l.* a year, and as he has been in the habit of conveying United States Mails for the sea postage, he is in a position to form a correct estimate. But the circumstance is not in his favour, as it shows that, either from the days of sailing or from some other cause, the merchants and others of this country and America have not found it convenient to write by the packets of the Inman line. On the contrary, it is a conclusive evidence of the necessity of maintaining the Cunard line, by which heavy mails have always been sent by the express preference of the public.

Mr. Inman desires to be paid for the service he has undertaken to perform upon terms similar to those which it has been proposed to pay to Messrs. Cunard, Burns, & MacIver, and the Postmaster General would see no objection to such a course, those terms being based upon the principle that the packets shall be self-supporting; that is to say, that the payment shall be so regulated as, in all probability, not to exceed the amount of the sea postage chargeable on the correspondence carried.

When Mr. Inman has performed his new Contract for six or twelve months, the Postmaster General will be able to consider what that payment should be.

In regard to the mail service between this country and Halifax, Nova Scotia, for which Mr. Inman has also made an offer, and which offer has been accepted, if the Lords Commissioners of the Treasury should see fit to release him from his undertaking, the Postmaster General can state that Messrs. Cunard are ready to enter into a contract, terminable at six months' notice on either side, for a separate service fortnightly, for the sum of 25,000 *l.* a year, and with the same efficiency as at present.

I am, &c.

G. Ward Hunt, Esq., M.P.

(signed) *J. Tilley.*

&c. &c. &c.

Treasury.

— No. 30. —

The Secretary to the Treasury to the Postmaster General.

My Lord Duke,

Treasury Chambers, 30 November 1867.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to forward to you a copy of a letter addressed, under date of the 26th instant, to this Board by Mr. Inman on the subject of the Halifax Mail Service, and I am to inform you that their Lordships are ready to release that gentleman from his engagement to contract for a temporary mail service to Halifax.

I am to ask that your Grace will ascertain from Mr. Inman, as soon as possible, his wishes in the matter, in order that, if it be necessary, other arrangements may be made.

I am, &c.

(signed) *George Ward Hunt.*

His Grace the Postmaster General,

&c. &c. &c.

— No. 31. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 4 December 1867.

WITH reference to your letter of the 30th ultimo, I have the honour to inform you that I have communicated with Mr. Inman on the subject of his offer to perform a temporary mail service between Queenstown and Halifax, and that he has decided upon undertaking that service on the terms proposed.

I have accordingly caused a draft Contract to be prepared, and I submit this draft for the approval of your Lordships.

I have, &c.
(signed) *Montrose.*

The Lords Commissioners of the Treasury,
&c. &c. &c.

The Contract will
be found in a
separate form.

— No. 32. —

The Secretary to the Treasury to the Postmaster General.

My Lord Duke,

Treasury Chambers, 5 December 1867.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to signify to you their approval of the draft Contract, which you have submitted to them, with Mr. Inman for the conveyance of mails to Halifax, and I am to authorise your Grace to execute it without further delay.

I am, &c.
(signed) *George Ward Hunt.*

His Grace the Postmaster General.

— No. 33. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 26 November 1867.

I HAVE now received the following telegram from the officer whom I despatched to the United States:

“ They accept offers of Hamburg line for Tuesday, Bremen line for Thursday, and Inman for Saturday, at 15 cents an ounce for letters, six cents a pound for all other matter; payment to be made in currency. They will give Cunard Wednesday on same terms, but under arrangement with him, not with us, leaving us to deduct from our fixed payment to Cunard the sum paid to him by them.—Reply.”

In my letter of the 24th of October, I stated that if the United States Post Office would continue to put mails on board the Cunard packets, although those packets were under Contract with us and not with the United States, and would pay to us the sea postage on those mails, we should have an estimated revenue from the mails of 90,000*l.* per annum to set against the payment to the Cunard Company of 95,000*l.* per annum, for a service between this country and New York. I also showed that of this sum of 95,000*l.*, a sum of 3,500*l.* must be taken to represent the cost of sorting on board, so that the cost to be contrasted with the revenue was 91,500*l.*

The reply which I have received to the inquiry which I have addressed to the United States Post Office is in part satisfactory. They will put mails on board the Cunard packets leaving New York on the Wednesday in each week, their present day of sailing, and though they will make payment for the service to

to the Cunard Company and not to us, yet as we should always know the amount of such payment, and could deduct it from our fixed payment to the Cunard Company, no inconvenience would result from the arrangement.

The reply tends also to confirm me in the belief that no service which would be satisfactory to the public of this country could be established if the arrangements which it was at first proposed to adopt were carried out in their integrity. The reply shows that the United States Post Office intend to dispatch a mail to this country on Tuesdays from New York. This mail will be in most cases useless, and in some absolutely hurtful. The letters contained in it will, as a general rule, reach Southampton on Sundays, and will fall into the first delivery in London on Mondays, and into an afternoon delivery on the same day in the great provincial towns of England. In Scotland and in Ireland, they will be delivered proportionately later. Thus they will, in most cases, be overtaken by, and in very many cases be outstripped by, the letters dispatched one day later from New York to Queenstown by the Cunard packet. I mention this circumstance in confirmation of the view which I have already expressed, and to show that the project for the establishment of a daily mail between this country and New York, however tempting it may appear on paper, must often result in disappointment to the public.

So far, the reply of the United States Post Office is satisfactory; but I regret to find that they propose to pay for the conveyance of the homeward mail less than the sea postage, and that we shall not receive from them on account of the Cunard mails so much by 15,000*l.* per annum as I had expected to obtain.

Under these circumstances, we shall have to contrast with the sum of 91,500*l.*, the proposed cost of the Cunard packets, an estimated revenue of 75,000*l.* only, instead of 90,000*l.* I am, of course, not prepared to recommend that we should pay to the Cunard Company a sum so greatly exceeding that which we can at first derive from the correspondence; but I am still strongly of opinion that the services of that Company are highly advantageous to the public, even if they be regarded only from the point of view of the Post Office; and I must think that an effort should be made to retain those services, and to ascertain whether the Cunard Company, on fair consideration of all the circumstances of the case, will not modify their terms so as to meet the requirements of the department.

It will be remembered, that in my letter of the 24th of October, I took a fixed sum of 90,000*l.* as the probable revenue derivable from the Cunard packets in the first year of the new arrangement, and stated that any increase on that amount in consequence of increased correspondence would be a source of profit to the department. I find that, in the years 1864, 1865, and 1866, the correspondence between this country and the United States increased regularly at the rate of 10 per cent. per annum, and it is reasonable to suppose that with reduced postage this rate of increase will not be diminished. Under these circumstances, it seems to me that if the Cunard Company would be content to accept a lower payment in the first instance than 95,000*l.*, so as to give the department what it has endeavoured to obtain, a self-supporting service from the beginning, the department might, in its turn, forego some portion of the growing revenue of future years.

Such an arrangement as this would of course not be so satisfactory as that which I had at first proposed; but it would, in my opinion, be preferable to any which would involve the loss of the services of the Cunard Company. If they would consent to receive 75,000*l.* in lieu of 95,000*l.* for the first year, I think we might safely agree to increase the subsidy at the rate of five per cent per annum (our estimated increase of correspondence being at the rate of 10 per cent. per annum) during the term of their contract. In such case the service would be self-supporting at the outset, as we should have to pay for the packets 75,000*l.*, less estimated cost of sorting on board 3,500*l.*, leaving 71,500*l.*, to meet which we should have an estimated revenue of 75,000*l.*

The payment for the packets would not reach the sum at first asked, until the seventh year of the contract, by which time the correspondence would probably have risen from 60 to 70 per cent., and though from that time the cost of the packets would rise above what was first asked, it would always, unless I greatly err, be considerably within the revenue, and at the close of the contract would not exceed 122,000*l.*

The starting payment of 75,000 *l.* per annum for a direct weekly service between this country and New York, would contrast most favourably with the payment of 173,000 *l.* for the existing services, and the maximum payment of 122,000 *l.*, which would not be reached until 11 years from this time, might even then, I think, be regarded as moderate.

I should be glad to receive authority to negotiate with Messrs. Cunard, Burns, & MacIver on these terms.

I have, &c.
(signed) *Montrose.*

The Lords Commissioners of the Treasury,
&c. &c. &c.

— No. 34. —

The Postmaster General to the Lords Commissioners of the Treasury

My Lords,

General Post Office, 28 November 1867.

WITH reference to Mr. Tilley's letter of yesterday's date, respecting a communication which had been addressed direct to Mr. Ward Hunt by Mr. William Inman, of Liverpool, on the subject of his tender for the North American mail packet service, I have now the honour to transmit to you the accompanying copy of a letter and its enclosure, which Mr. Inman has addressed to this office on the same subject.

I request that your Lordships will be pleased to state what reply you would wish me to make to this letter.

The observations contained in Mr. Tilley's letter above referred to, apply equally to this further communication from Mr. Inman, and it seems to me unnecessary to trouble your Lordships with any additional remarks.

I have, &c.
(signed) *Montrose.*

The Lords Commissioners of the Treasury,
&c. &c. &c.

Enclosure in No. 34.

Liverpool, New York, and Philadelphia Steamship Company,
62 and 63 Tower Buildings, Liverpool,
26 November 1867.

Sir,

I HAVE the honour to address you on the subject of the North American mail service for which I tendered, on the 1st October, in accordance with the forms of tender prescribed by his Grace the Postmaster General.

I understand that an offer for a portion of the service referred to had been sent in by the Cunard Company, not according to the form of tender prescribed, but offering to convey the mails weekly out and home, for a period of 10 years, at 95,000 *l.* a year; and that this offer is receiving favourable consideration.

While, however, I am quite ready to abide by my tender, it is clear such an inequality of payment, and such undue preference in favour of the Cunard Company, would enable them to compete unfairly with us in the general Atlantic trade.

Having tendered in the precise mode and form prescribed by Her Majesty's Government in their advertisement, I think myself justified, with great respect, in requesting that I may be placed on as favourable a footing as the Cunard Company, who have failed to tender in the mode and time which were so prescribed; and I base my request in addition upon the obvious ground that fairness requires all competitors to be treated equally, for the following reasons:—

First.—That my Company's steamers are now in every respect as good as those of the Cunard Company, while a contract for a term of years securing to my Company a fixed payment will enable it to add still finer and more powerful steamers to its fleet.

Second.—That any reduction in Transatlantic postage for the benefit of the public should not be cast exclusively upon any particular steamship owner conveying the letters; but, if not borne by the public department, which adopts the reduction on public grounds, it should at all events be borne by such steamship owners equally.

For these reasons I respectfully ask, that instead of the agreement of which the draft has

has been sent to me, a Contract as favourable as that to be granted to the Cunard Company may be entered into with me, in order that the merits of each Company may be fairly compared and considered, and that both may be placed on an equal footing in this matter, where an equal service is to be performed by, and an equal benefit to the public is to be derived from, the due performance by each contractor of his Contract.

It may not be out of place for me to mention that this Company has existed as an English Atlantic Ocean Steamship Company since 1850; and, that you may judge of the character of the Company, and its financial ability to perform any engagements it may enter into, I beg to enclose a list of the partners composing it.

The Secretary,
General Post Office, London.

I am, &c.
(signed) *William Inman.*

Liverpool, New York, and Philadelphia Steamship Company,
Nos. 62 & 63 Tower Buildings, Liverpool.

PROPRIETORS.

William Inman	- - -	Liverpool	- - -	Justice of the Peace for the County of Chester.	12-64ths.
Charles Inman	- - -	Ditto	- - -	A Managing Director, Bank of Liverpool.	2-64ths.
Thomas Inman, M.D.	- - -	Ditto	- - -	- - -	2-64ths.
T. Langton Birley	- - -	Justices of the Peace for the County Palatine, Lancaster Kirkham, Preston, and Manchester.	- - -	Flax Mills, Cotton Mills, and General Merchants -	8-64ths 7-64ths 3-64ths
Charles Birley	- - -				
A. Leyland Birley	- - -				
Robert S. Lepper	- - -	Belfast	- - -	Flax Mills -	10-64ths.
John C. Lepper	- - -				
Charles W. Lepper	- - -				
William Langton	- - -	Liverpool	- - -	Justice of the Peace for the County of Lancaster.	3-64ths.
Thomas S. Owden	- - -	London	- - -	Gentleman -	5-64ths.
Tod and M'Gregor	- - -	Glasgow	- - -	Steam Ship Builders -	5-64ths.
James Kay	- - -	Turton Tower, Lancashire.	- - -	Gentleman -	4-64ths.
William Valentine	- - -	Belfast	- - -	Managing Director, Northern Banking Company.	1-64th.
William Stobart	- - -	County Durham	- - -	Coal Owner, Justice of the Peace for the County of Durham.	1-64th.
William Inman	- - -	- - -	- - -	In trust for E. T. Wakefield, Barrister, London.	1-64th.
					64-64ths.

— No. 35. —

The Secretary to the Treasury to the Postmaster General.

My Lord Duke,

Treasury Chambers, 28 November 1867.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you that my Lords have given full consideration to your Grace's letters of the 19th and 20th instant, relating to the conveyance of mails between this country and the United States of America, by the Hamburg American Steamship Company and Messrs. Cunard, Burns & MacIver.

I am desired to state that the refusal of the Post Office authorities at Washington to make arrangements for the payment to the Imperial Post Office

of the sea postage earned by the vessels of Messrs. Cunard & Co., on their homeward voyage, during the proposed term, appears to their Lordships to lessen the inducement to them to sanction a contract with that Company, and that their reluctance to do so would not be overcome if there were reason to believe that the modifications now suggested by your Grace were likely to be accepted by the Company.

I am further desired to state that the great responsibility that rests with their Lordships, as to making a proper provision for the conveyance of mails from this country to the United States on Saturdays, at the termination of the present contract (so that the mercantile community may not be deprived of efficient postal accommodation on the day on which so large a portion of the outward correspondence has for many years been sent), has induced them to put themselves in personal communication, through me as their financial secretary, with Mr. John Burns, one of the partners of Messrs. Cunard & Co., and that Mr. Burns has, in the most handsome manner, expressed to me his willingness, if possible, to meet the views of the Government under the circumstances in which they are placed.

Relying on this assurance, my Lords are now pleased to authorise your Grace to offer to Messrs. Cunard & Co. the sum of 80,000 *l.* for a weekly service to New York, sailing from Queenstown, as at present, for a period of 12 months, to commence at the expiration of their present contract; Messrs. Cunard & Co. to account to the Imperial Post Office for the sea postage which they may earn on the homeward voyage, and to provide sorting rooms, and board the sorting officer, as proposed in their original offer.

Upon hearing from your Grace, my Lords will give a final answer respecting the tender of the Hamburgh American Company.

I am, &c.
(signed) *George Ward Hunt.*

His Grace the Postmaster General,
&c. &c. &c.

— No. 36. —

The Secretary to the Treasury to the Postmaster General.

My Lord Duke, Treasury Chambers, 29 November 1867.

WITH reference to your Grace's letter of the 28th instant, transmitting copies of a letter, and of its enclosure from Mr. William Inman on the subject of his tender for the North American Mail Packet Service, I am directed by the Lords Commissioners of Her Majesty's Treasury to request that you will inform Mr. Inman that, had their Lordships thought proper to make a contract for a term with Messrs. Cunard for the conveyance of mails to New York, they would have been prepared to have granted him, at the expiration of six months, a contract for a like term for a payment calculated on a similar principle.

Such, however, not being the case, my Lords request that your Grace will take steps for the execution of the articles of agreement between yourself and Mr. Inman forthwith, as well as those to be entered into with the North German Lloyd Company.

I am, &c.
(signed) *George Ward Hunt.*

His Grace the Postmaster General,
&c. &c. &c.

— No. 37. —

The Secretary to the Post Office to the Secretary to the Treasury.

Sir, General Post Office, 30 November 1867.

I AM directed by the Postmaster General to inform you that, in accordance with the request made in your letter of the 28th instant, his Grace has made an offer to Messrs. Cunard, Burns & MacIver of the sum of 80,000 *l.* for a weekly

weekly mail service to and from New York, for a period of 12 months, on the understanding that the whole amount received by them for sea postage of homeward mails shall be paid over to this Department, and I am to transmit, for the information of the Lords Commissioners of the Treasury, a copy of the reply received from Messrs. Cunard, accepting this offer.

I am, at the same time, to enclose, for the approval of the Lords Commissioners, a draft contract which has been prepared for this service.

George Ward Hunt, Esq., M.P.,
&c. &c. &c.
Treasury.

I have, &c.
(signed) *J. Tilley.*

Enclosure in No. 37.

Sir,

London, 30 November 1867.

WE beg to acknowledge receipt of your letter to us of this date, and hereby to intimate that we accept the offer therein made to us, for the performance by us of a weekly service from Liverpool to and from New York direct (calling at Queenstown on the outward and homeward voyages) during one year after the termination of our present mail contract, for a payment of Eighty thousand pounds sterling (80,000 £.), we undertaking to pay over to Her Majesty's Postmaster General the entire amount of any sea postage which we may receive on account of the conveyance of the homeward mails.

We have, &c.
(signed) *Cunard, Burns & MacIver,*
The Secretary of the Post Office. *per John Burns.*

— No. 38. —

The Secretary to the Treasury to the Postmaster General.

My Lord Duke,

Treasury Chambers, 3 December 1867.

THE Lords Commissioners of Her Majesty's Treasury have considered the Draft Contract, enclosed in your letter of the 30th ultimo, with Messrs. Cunard, Burns & MacIver, for the conveyance of mails to New York.

They direct me to signify to your Grace their approval, and I am to authorise you to execute the said Contract without further delay.

I am, &c.
(signed) *George Ward Hunt.*
The Postmaster General,
&c. &c. &c.

— No. 39. —

The Secretary to the Treasury to the Postmaster General.

My Lord Duke,

Treasury Chambers, 3 December 1867.

THE Lords Commissioners of Her Majesty's Treasury have considered the reasons upon which you found your recommendation, that they should not accept the tender of the Hamburg American Steamship Company, and they acquiesce in your Grace's opinion.

*See Letter from
Postmaster General
of 19 November,
No. 21.*

Their Lordships understand further that if the public desire to make use of the vessels of the Company, they can do so by specially addressing their letters for such vessels.

I am therefore to authorise your Grace to intimate to the said Company that Her Majesty's Government are not prepared to accept their offer for the conveyance of mails to New York.

I am, &c.
(signed) *George Ward Hunt.*

His Grace the Postmaster General.

— No. 40. —

Mr. *John Burns* to the Lords Commissioners of the Treasury.

My Lords,

London, 3 December 1867.

IN making the arrangements now concluded with Her Majesty's Government, for the conveyance of the North American mails, I beg to state that I have been actuated by a desire to meet the wishes of the Government, and have accordingly agreed, on the part of my firm, to conduct the service between Liverpool and New York, upon exceptional terms, adapted to meet the exigencies of the public service, and to relieve the Government from a difficulty which had arisen, owing to the American Post Office not having acceded to the proposition of Her Majesty's Government for an arrangement with them for the carriage of the homeward mails, and which necessarily prevented Her Majesty's Government from completing an agreement for a more permanent service; and I take this opportunity of stating that, whilst I have cheerfully acquiesced in the views of the Government, I do not wish these arrangements, which have been made to meet a special case, to form a precedent for any future action which it may be incumbent upon my firm to take in regard to postal contracts.

I have, &c.

(signed) *John Burns.*

The Lords Commissioners of Her Majesty's Treasury.

— No. 41. —

The Secretary to the Treasury to Mr. *John Burns*.

Sir,

Treasury Chambers, 3 December 1867.

IN reply to your letter of this day's date, I am commanded by the Lords Commissioners of Her Majesty's Treasury to inform you that my Lords readily admit that your firm have met the Government with regard to the conveyance of the North American mails in a spirit whereby they have been enabled, in a position of considerable difficulty, to conclude a Contract that will, in their judgment, be advantageous to the public, and they are willing to put on record their opinion that, in any future negotiation, your firm ought not to be prejudiced by the terms upon which the present Contract has been based.

I am, &c.

(signed) *George Ward Hunt.*John Burns, Esq.,
on behalf of

Messrs. Cunard, Burns & MacIver.

POSTAL CONTRACTS.

COPIES of CONTRACTS entered into between Her Majesty's Postmaster General and the North German Lloyd, the Liverpool, New York, and Philadelphia Steamship Company, and Messrs. *Cunard, Burns, & MacIver*, for the Conveyance of MAILS to *New York*; and, of the CONTRACT entered into between Her Majesty's Postmaster General and the Liverpool, New York, and Philadelphia Steamship Company for the Conveyance of MAILS to *Halifax*, with Copies of the CORRESPONDENCE relating thereto.

(*Mr. Hunt.*)

*Ordered, by The House of Commons, to be Printed,
6 December 1867.*

[*Price 8 d.*]

POSTAL CONTRACTS.

RETURN to an Order of the Honourable The House of Commons,
dated 13 February 1868;—for,

COPIES “of a CONTRACT entered into between Her Majesty’s Postmaster General and the Hamburg-American Packet Company for the Conveyance of MAILS to *New York*:”

“And, of CORRESPONDENCE relating thereto (in continuation of Parliamentary Paper, No. 42, of the present Session).”

Treasury Chambers, }
13 February 1868. }

GEORGE WARD HUNT.

— No. 1. —

Messrs. *Smith, Sundius, & Co.*, to the Postmaster General.

My Lord,

17, Gracechurch-street,
3 December 1867.

BEING still without information from you as to the result of this Company’s tender for the conveyance of mails to New York, and seeing it stated in the newspapers that the Bremen Company’s tender to perform the service in 11½ days from Southampton has been accepted, we take the liberty of informing you the mail steamers of our Company have performed their outward passages during this present year, 1867, in the average time of 11 days and 7 minutes.

To this if you will add the difference of time, 4 hours 22 minutes, it makes a total of 11 days, 4 hours, 29 minutes; and if you will allow 20 hours’ deduction for the distance between Southampton and Queenstown, it gives as a result, to judge of the performance of this Company’s boats in comparison with Cunard’s, 10 days, 8 hours, 29 minutes.

We take the liberty of enclosing a statement, published by the Cunard Company in May last, by which you will see that they claim that their average passage from Queenstown to New York is 10 days, 11 hours, 34 minutes.

If to the time occupied on the passage you will add the time occupied in the transmission of the mails from the London office until delivered on board our vessels, say four hours, it brings the time from London Post Office to Post Office in New York to 11 days, 4 hours, 7 minutes, whilst if you will add to the Cunard passages 20 hours (which we will take in round numbers to be the average time of the mail being put on board their vessels from London), it brings the time to 11 days, 7 hours, 34 minutes, and we submit respectfully that the mails from Manchester and Liverpool only occupy about four hours less to Queenstown than those from London.

As we understand that the papers connected with the various tenders are all before the Treasury, we shall be obliged by your forwarding this our statement to that department.

We are, &c.,
(signed) *Smith, Sundius, & Co.*,
Agents to the Hamburg-American
Steamship Company.

His Grace
The Postmaster General.

— No. 2. —

Messrs. *Smith, Sundius, & Co.*, to the Lords Commissioners of the Treasury.17, Gracechurch-street, E. C.,
21 December 1867.

My Lords,

OUR letter of the 3rd instant, addressed to his Grace the Postmaster General, remaining without reply, we take the liberty of calling your Lordships' attention to the tender of the Hamburg-American Steamship Company (whose agents we are) for the conveyance of mails to New York.

Thinking it likely that the rapid passages made by the mail steamers of this line have escaped notice, we beg to enclose your Lordships a statement of them, which we have only received this week from the Company, by which it will be seen that the mails (which will be carried only by their steamships "Cimbria," "Hammonia," "Allemannia," "Germania," and "Saxonia," together with the "Holsatia" and "Westphalia," new ships, now building) are likely to reach New York on an average of 10 days.

By this you will see that (although the payment for the due performance, and deductions for exceeding the stipulated time considered, do not warrant the Hamburg Company in undertaking to perform the service in less than $11\frac{1}{2}$ days) the passages during the last year have been considerably under 10 days.

This company tendered on equal terms, as to speed and remuneration, with the other companies whose tenders have been accepted, and selected the only day which seemed open to them, Friday (abandoning their old sailing day, Wednesday, in order to meet what seemed to be the public convenience), and having had numerous applications from merchants and others engaged in the American trade, who wish to have the opportunity of writing by them; having also learnt that it is the wish of the United States postmaster that your Lordships should give every opportunity of writing (he having done so by giving the Cunard Company a Wednesday mail from New York, after his arrangements had already been made with our Company and the Bremen and Inman lines, for mails on Tuesday, Thursday, and Saturday) we are induced to hope that your Lordships will be pleased to reconsider your determination, and to put this Company's boats in the position they wish to occupy, viz., that of "mail boats," by giving them a Friday mail, in doing which you will at the same time grant a great accommodation to the numerous public corresponding with America.

We are, &c.,

(signed) *Smith, Sundius & Co.*,

Agents to the Hamburg-American Steam Ship Company.

To the Lords Commissioners to the Treasury.

— No. 3. —

Mr. *G. A. Hamilton* to the Postmaster General.

My Lord Duke,

Treasury Chambers, 30 December 1867.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to transmit to you the enclosed copies of a letter and of its enclosure from Messrs. *Smith, Sundius & Co.*, the agents of the Hamburg-American Steam Ship Company, calling attention to the tender of that Company for the conveyance of mails to New York; and I am to request that your Grace will furnish my Lords with a Report thereon at your earliest convenience.

I have, &c.,

(signed) *Geo. A. Hamilton.*

The Postmaster General, &c. &c. &c.

Copy.
S. S. & Co.
21 December 1867.
Copy.

— No. 4. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 2 January 1868.

I HAVE the honour to acknowledge the receipt of your letter of the 30th ultimo, transmitting to me copy of a letter from Messrs. Smith, Sundius & Co., the agents in London of the Hamburg-American Steam Ship Company, calling attention to the tender of that Company for the conveyance of mails to New York on Fridays, and urging its acceptance.

Although I am still disposed to think that the amount of correspondence likely to be carried by the vessels of the Hamburg-American Company is small, it is quite true that some of those vessels are of great power, and have made rapid passages. The fact, also, that the United States Post Office has accepted a tender from this Company to convey mails to the United Kingdom gives the Company some claim to be permitted to carry mails in the opposite direction.

The Company would not be prepared, during the first three months of this year, to run more frequently than once a fortnight, and I see no objection to a contract being entered into with them for a period of three months, to be extended if the performances of the ships show that the public derives additional accommodation by their employment.

If your Lordships should be pleased to approve of this, I recommend that, in the week in which a vessel of the Hamburg-American Company is appointed to sail on Friday, no correspondence for the United States shall be forwarded by the Canadian mail packet sailing from Londonderry on that day.

The Lords Commissioners
of the Treasury.

I have, &c.
(signed) *Montrose.*

— No. 5. —

Mr. *G. A. Hamilton* to the Postmaster General.

My Lord Duke,

Treasury Chambers, 6 January 1868.

WITH reference to your Grace's letter of the 2nd instant, I am directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you that my Lords are pleased to authorise you to enter into a contract with the Hamburg-American Steamship Company for the conveyance of mails to New York every alternate Friday, for a period of three months, on the terms stated in the tender of the Company, dated the 28th of September last, such contract to be extended if the performances of the ships of the Company show that the public derives additional accommodation by their employment.

My Lords likewise approve of all correspondence for the United States, which could be forwarded on every alternate Friday, being sent by these packets.

The Postmaster General,
&c. &c. &c.

I have, &c.
(signed) *Geo. A. Hamilton.*

— No. 6. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 14 January 1868.

WITH reference to your Lordships' letter of the 6th instant, authorising me to enter into a contract with the Hamburg-American Packet Company for the conveyance of mails to New York on every alternate Friday for a period of three months, I have the honour to inform your Lordships that I at once wrote

to the Company and accepted their tender for the period named, and the service has already commenced.

I transmit, for the approval of your Lordships, a draft contract to be entered into with this Company, together with a copy of a letter from the Company, in which they state that in the month of March next they shall be under the necessity of despatching steam-vessels to New York every Friday instead of every alternate Friday, for the purpose of fulfilling in the month of April their contract with the United States Post Office for the conveyance of mails to this country; and they ask that, under such circumstances, the contract to be entered into with me shall be for a fortnightly service in January and February, and a weekly service in March.

The alterations made in red ink in the draft contract show how the contract will stand, in the event of your Lordships agreeing to the request of the Company.

To the Lords Commissioners of
Her Majesty's Treasury.

I have, &c.
(signed) *Montrose.*

Enclosure in No. 6.

My Lord Duke,

London, 17, Gracechurch-street,
8 January 1868.

WE beg to acknowledge receipt of your favour of yesterday, and we agree to the conditions proposed therein for a temporary mail service between Southampton and New York, observing that this Company's vessels will leave weekly after the 6th of March (in order to perform the weekly service, which has to commence from the 1st April from New York to Cowes); and we presume you will therefore avail of all the departures in March, and not confine the despatch of mails by these vessels to every alternate Friday.

We are, &c.,
(signed) *Smith, Sundius & Co.*
Agents to the Hamburg-American Steam Company.

His Grace the^o Postmaster General.

— No. 7. —

The Secretary to the Treasury to the Postmaster General.

My Lord Duke,

Treasury Chambers, 18th January 1868.

I HAVE laid before the Lords Commissioners of Her Majesty's Treasury your Grace's letter of the 14th instant, submitting, with reference to previous correspondence, a request from the Hamburg-American Company that the contract for the conveyance of mails to New York, to be entered into with your Grace, shall be for a fortnightly service in January and February, and a weekly service in March, and forwarding a draft contract, with alterations in red ink, showing how the contract will stand in the event of this Board agreeing to the request, and I am directed by their Lordship's to signify their approval of the draft contract, as altered, to include a service every Friday in March next, according to the request of the Company.

I am further to state that my Lords are pleased to authorise your Grace to execute the same.

The Postmaster General,
&c. &c. &c.

I am, &c.
(signed) *George Ward Hunt.*

— No. 8. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 11th February 1868.

IN accordance with the authority given to me in your letter of the 18th ultimo, I have executed a contract with the Hamburg American Company for the conveyance of mails between Southampton and New York, on the terms approved of by your Lordships; and I beg leave to enclose a copy of the contract in question, to be laid on the table of the House of Commons.

The Lords Commissioners
of the Treasury.

I have, &c.
(signed) *Montrose.*

Enclosure in No. 8.

CONTRACT of the 3rd February 1868.

NEW YORK MAILS.

ARTICLES OF AGREEMENT, made this 3rd day of February 1868, between the Most Noble James Duke of Montrose, Her Majesty's Postmaster General for the time being, of the first part, the Hamburg-American Packet Company (being a Company established in Hamburg under the Name of the "Hamburg Amerik fahrt Actien Gesellschaft," and hereinafter called the Contractors), of the second part, and Andrew Duncan and George Duncan, both of No. 17, Gracechurch-street, in the City of London, Ship and Insurance Brokers, of the third part.

WITNESS that the Contractors, for themselves, their successors and assigns, hereby covenant with Her Majesty's Postmaster General, his executors, administrators, successors, and assigns, Her Majesty's Postmaster General for the time being in manner following: (that is to say),

1. The Contractors will, at all times during the continuance of this Agreement, or so long as the whole or any part of the service hereby agreed to be performed ought to be performed in pursuance thereof, provide, keep seaworthy, and in complete repair and readiness, for the purpose of conveying, as hereinafter provided, all Her Majesty's mails (in which term "mails" all bags, boxes, or packets of letters, newspapers, books, or printed papers, and all other articles transmissible by the post, without regard either to the place to which they may be addressed, or to that in which they may have originated, also all empty bags, empty boxes, and other stores and articles used or to be used in carrying on the Post Office service which shall be sent by or to or from the Post Office, are agreed to be comprehended), which shall at any time and from time to time, by the Postmaster General or any of his officers or agents, be required to be conveyed, as hereinafter provided, a sufficient number of good, substantial, and efficient steam vessels of adequate power and speed, and supplied with first-rate appropriate steam-engines, and in all respects suited to the performance of the services herein agreed to be performed within the respective times herein stipulated.

Contractor to
provide vessels.

2. The vessels to be employed under this Agreement shall be always furnished with all appropriate and necessary machinery, engines, apparel, furniture, stores, tackle, boats, fuel, lamps, oil for lamps and engines, tallow, provisions, anchors, cables, fire-pumps, and other proper means for extinguishing fire, lightning conductors, charts, chronometers, proper nautical instruments,

Equipment of
vessels.

and whatever else may be requisite for equipping the said vessels, and rendering them constantly efficient for the service hereby agreed to be performed, and also manned and provided with competent officers with appropriate certificates according to the laws in force at Hamburg, and with a sufficient number of competent engineers, and a sufficient crew of able seamen and other men.

Day and port of departure.

3. One of such vessels so equipped and manned as aforesaid shall on every alternate Friday during the months of January and February, and on every Friday during the month of March next, put to sea from Southampton with Her Majesty's mails on board, and proceed thence direct to New York, in the United States of America.

Time thereof.

4. Each of the said vessels shall put to sea from Southampton aforesaid on the appointed day at noon (or at such other time in the afternoon as the Postmaster General shall from time to time appoint), or so soon afterwards as the mails shall be embarked.

Limits of voyage.

5. Each voyage shall be considered to commence on the embarkation of the mails at Southampton, and to terminate on the arrival of the said mails at the contractors' pier at Hoboken.

Duration thereof.

6. The duration of such voyage shall not exceed 276 hours, provided that the period of any delay which shall be occasioned by the exigencies of quarantine for the time being at the port of New York shall be allowed in computing the duration of the voyage.

Penalty for failure to have vessel ready.

7. If the Contractors fail on any day during the continuance of this Contract on which a vessel ought in pursuance thereof to put to sea from Southampton aforesaid, to provide an efficient vessel at Southampton aforesaid, ready to put to sea at the appointed hour, then and so often as the same shall so happen, the Contractors shall forfeit and pay unto Her Majesty, her heirs and successors, the sum of 300 *l*.

Officer in charge of mails to remain on board.

8. The Contractors shall, if required by the Postmaster General, receive and allow to remain on board each of the said vessels, while employed in the performance of this Agreement, and while returning from New York to Southampton, an officer, to be appointed by the Postmaster General, to take charge of the mails.

Also sorters.

9. The Contractors shall also receive and allow to remain on board each of the said vessels, while employed in the performance of this Agreement, and also while returning from New York to Southampton, such a number of officers of the Postmaster General as shall be required for the purpose of sorting and making up the mails conveyed or to be conveyed by such vessel.

Accommodation for mail officers and sorters.

10. The Contractors shall provide suitable accommodation and victualling for the officers employed in the service of the Postmaster General as aforesaid, either as chief-cabin passengers or as fore-cabin passengers, at the option of the said Postmaster General; and the Postmaster General shall pay to the Contractors, by way of passage-money, for the accommodation and victualling of each such officer, in respect of every voyage between Southampton and New York and back, the sum of 30 *l*. for every such officer who shall be treated as a chief-cabin passenger, and the sum of 20 *l*. for every such officer who shall be treated as a fore-cabin passenger.

Place of deposit for mails and sorting room.

11. The contractors shall, at their own cost, provide to the satisfaction of the Postmaster General, on each of the vessels to be employed under this agreement, a separate and convenient room for the convenient and secure deposit of the mails, under lock and key, and shall also at the like cost (if and when they shall be required so to do by the Postmaster General) erect and provide, to the satisfaction of the Postmaster General, on each of such vessels a separate and convenient room for sorting and making up the said mails, and shall provide in such room all such furniture, lamps, fittings, and other conveniences as shall be necessary, and all such furniture, lamps, fittings, and other conveniences shall be, from time to time, cleansed and kept in repair, and the oil for the lamps supplied by the servants and at the costs of the contractors

tors, and the services of the crew of every such vessel shall, from time to time, be given in the conveyance of the mails between the mail room and the sorting room, and the Postmaster General shall pay to the contractors in respect of each vessel on which such sorting room as aforesaid shall be erected or provided the sum of 75*l.* in full reimbursement of the costs which shall have been incurred by the contractors in erecting, fitting, and furnishing the said sorting room: and shall also pay to the contractors by way of rent for the use of such room the sum of 20*l.* for every voyage from Southampton to New York and back during any part of which the said room shall have been used by the Postmaster General for sorting and making up the said mails.

12. At each port or place where the said mails are to be delivered and received, the officer having charge of mails, shall, whenever, and as often as by him shall be deemed practicable or necessary, and either with or without any other officer in the service of the Postmaster-General, be conveyed on shore and also from the shore to the vessel employed for the time being in the performance of this Agreement, together with or (if such officer shall consider it necessary for the purposes of this agreement so to do) without mails in a suitable and seaworthy boat of not less than four oars, to be furnished with effectual covering for the mails, and properly provided, manned and equipped by the contractors.

Mail officer to be conveyed on shore.

13. If the Postmaster-General, during the continuance of this Agreement, thinks fit to entrust the charge and custody of the mails or any part thereof to the master or commander of the vessel to be employed for the time being in the performance of this Agreement, and in all cases where the officer or other person appointed to have charge of the mails shall be absent, the master or commander of such vessel, shall, without any charge (other than that herein provided to be paid to the contractors), take due care of, and the contractors shall be responsible for the receipt, safe custody and delivery of the said mails, and each of such masters and commanders shall make the usual declaration or declarations required, or which may hereafter be required, by the Postmaster General in such and similar cases, and furnish such journals, returns, and information to and perform such services as the Postmaster General or his agents may require, and every such master, or commander, or officer duly authorised by him having the charge of mails shall himself, immediately on the arrival at New York of any such vessels, deliver the mails into the hands of the Postmaster or such other person as the Postmaster General shall authorise to receive the same.

Master or commander to take charge of mails if required.

14. The contractors shall not convey in any of the vessels employed under this agreement any nitro-glycerine or other article which shall have been legally declared specially dangerous.

Vessels not to convey any dangerous article.

15. The contractors and all commanding and other officers of the vessels employed in the performance of this agreement, and all agents, seamen, and servants of the contractors shall, at all times, punctually attend to the orders and directions of the Postmaster General, his officers or agents, as to the mode, time, and place of landing, delivering, and receiving mails.

Order of Postmaster general to be obeyed.

16. This agreement shall commence on or as from the 1st day of January 1868, and shall continue in force until the 1st day of April 1868, and shall then determine without notice.

Continuance of agreement.

17. And in consideration of the due and faithful performance by the contractors of all the services hereby agreed to be by them performed, the Postmaster General doth hereby covenant that there shall be paid to the contractors out of such aids or supplies as may from time to time be provided and appropriated by Parliament for that purpose, so long as they perform the whole of the said services in the manner and with such vessels as herein respectively provided, the following sums, that is to say, the sum of 1*s.* for every ounce of letters conveyed by them, and the sum of 3*d.* for every pound of newspapers conveyed by them, and the sum of 5*d.* for every pound of book packets or packets of trade patterns conveyed by them, and, except where otherwise expressly provided, none of the duties performed by the contractors in pursuance of this Agreement shall give them any claim to remuneration beyond the payment hereinbefore specified.

Subsidy

Penalty for delay.

18. Provided always, and it is hereby declared, that if the duration of any voyage made in pursuance of this Agreement shall exceed the time hereinbefore provided in that behalf, by a period equal to or exceeding 12 hours, then, and in every such case, a deduction shall be made from the amount payable to the contractors in respect of such voyage under the last preceding clause, of $\frac{1}{4}$ th part of such amount in respect of each complete period of 12 hours by which such voyage shall exceed the time herein-before provided in that behalf, so that (by way of example) if such voyage shall exceed the time herein-before provided in that behalf by four complete days, no payment shall be made to the contractors in respect of such voyage.

Account of correspondence to be kept.

19. The Postmaster General shall, as soon as conveniently may be, after the 1st day of April 1868, cause an account to be made out and signed by the Receiver and Accountant-General for the time being of the General Post Office, of all sums of money which shall have become payable to the contractors in respect of the carriage of mails in pursuance of the preceding clauses of this Agreement, and the said account when so made out and signed, shall, as between the parties hereto be conclusive evidence of the facts stated therein, and of the amount due to the contractors as aforesaid, and such amount shall be forthwith paid to the contractors out of such aids or supplies as aforesaid, after deducting therefrom any sums of money in respect of forfeitures which the contractors may have incurred as herein provided.

Disputes to be referred to arbitration.

20. And it is hereby further agreed and declared between and by the said parties to these presents as follows (that is to say); if at any time during the continuance of this Agreement, or after the determination thereof, any dispute shall arise between the parties hereto or their executors, administrators or successors respectively, concerning any breach or alleged breach by or on the part of the contractors of this Agreement, or the sufficiency of any such breach to justify the Postmaster General in putting an end to the same, or concerning the amount of consideration to be paid to or allowed by the contractors as the case may be, or concerning any of the covenants, matters, or things herein contained, or in anywise relating thereto, and notwithstanding the power herein contained, to determine this Agreement and any execution or attempted execution of such powers, such dispute shall be referred to two arbitrators, one to be chosen from time to time by the Postmaster General, and the other by the contractors, and if such arbitrators should at any time or times not agree in the matter or question referred to them, then such question in difference shall be referred by them to an umpire to be chosen by such arbitrators before they proceed with the reference to them, and the joint and concurrent award of the said arbitrators, or the separate award of the said umpire when the said arbitrators cannot agree, shall be binding and conclusive upon both parties.

Any submission hereto may be made a rule of Court.

21. Any submission to arbitration in pursuance of this Agreement may be made a rule of any of Her Majesty's courts of record pursuant to the statute in that case made and provided on the application of either party.

Not to receive on board any letters other than those in the mails, the postage of which to belong to Her Majesty.

22. The contractors shall not receive or permit to be received in the United Kingdom for conveyance on board any of the vessels employed under this agreement any letters other than those contained in Her Majesty's mails, the whole postage of which shall belong to Her Majesty, and shall be at the disposal of the Postmaster General.

Penalties to be considered liquidated damages.

23. All and every the sums of money hereby stipulated to be paid by the contractors unto Her Majesty, Her heirs and successors, shall be considered as stipulated or ascertained damages, whether any damage or loss has or has not been sustained, and shall and may be retained by the Postmaster General out of any monies payable, or which may thereafter become payable, to the contractors, or the payment may be enforced as a debt due to Her Majesty with full costs of suit at the discretion of the Postmaster General. Provided, however, that the payment by the contractors of any sums of money by way of penalties shall not in any manner prejudice the right of the Postmaster General to treat the failure (if any) on the part of the contractors to provide a proper vessel or to perform any voyage at or within the times hereinbefore in that behalf mentioned as a breach of this Agreement in the event of any submission to arbitration under the stipulations of clause 20 being decided against the contractors.

24. The

24. The contractors shall not assign, underlet, or dispose of this agreement, or any part thereof, without the consent of the Postmaster General signified in writing under his hand, or under the hand of the secretary or one of the Assistant secretaries of the post office, and in case of the same or any part thereof being assigned, underlet, or otherwise disposed of, or of any great or habitual breach of this agreement or of any covenant, matter or thing herein contained on the part of the contractors, their officers, agents or servants, and whether there be or be not any penalty or sum of money payable by the contractors for any breach, it shall be lawful for the Postmaster General, if he shall think fit, and notwithstanding there may or may not have been any former breach of this contract, by writing under his hand, or under the hand of the secretary or one of the assistant secretaries of the Post Office, to determine this agreement without any previous notice to the contractors or their agents, nor shall the contractors be entitled to any compensation in respect of such determination, and such determination shall not deprive the Postmaster General, for the time being, of any right or remedy to which he would otherwise be entitled by reason of such breach or any prior breach of such contract.

Agreement not to be assigned.

25. If on the determination of this agreement any vessel or vessels shall have started with the mails in conformity with this agreement, such voyage or voyages shall be continued and performed, and the mails be delivered during the same, as if this agreement had remained in force with regard to any such vessels and services, and with respect to such vessels and services as last aforesaid, this agreement shall be considered as having terminated when such vessels shall have arrived at Southampton on the return voyage from New York, and such services shall have been performed, and the contractors shall receive the same remuneration in respect of each such voyage, as if this agreement had continued in full force until the termination thereof.

Voyage to be completed after termination of agreement.

26. It shall be lawful for the Postmaster General from time to time to delegate all or any of the powers vested in him by virtue of these presents to such person or persons as he shall think fit.

Postmaster General may delegate his powers.

27. All notices or directions which the Postmaster General, his officers, agents or others are hereby authorised to give to the contractors, their officers, servants or agents, other than any notice of termination of this contract, may at the option of the Postmaster General, his officers, agents or others, either be delivered to the master of any of the said vessels or other officer or agent of the contractors in the charge or management of any vessel employed in the performance of this agreement, or sent by the post addressed to the contractors at their office in Hamburg, or left at the office, or last known office of their agents, in London or Southampton, and any notices or directions so given, sent or left, shall be binding on the contractors, provided always that any notice of termination of this contract shall be sent by post, addressed to the contractors at their office, or last known office, in Hamburg, or left at the office of their agents in London or Southampton.

As to notices.

28. In pursuance of the provisions contained in the Act of Parliament passed in the 22nd year of the reign of King George the Third, intituled "An Act for restraining any person concerned in any contract, commission, or agreement, made for the public service, from being elected, or sitting and voting as a Member of the House of Commons"; no Member of the House of Commons shall be admitted to any share or part of this agreement, or to any benefit to arise therefrom, contrary to the true intent and meaning of the said Act.

Members of Parliament not to be interested in this agreement.

29. And, lastly, for the due and faithful performance of all and singular the covenants, conditions, provisoes, clauses, articles, and agreements hereinbefore contained, which on the part and behalf of the contractors, their successors, and assigns, are, or ought to be, observed, performed, fulfilled, or kept, the contractors for themselves and their successors, and the said Andrew Duncan and George Duncan for themselves, their heirs, executors, and administrators, do hereby bind themselves, jointly and severally, unto our Sovereign Lady the Queen in the sum of 5,000*l.* of lawful British money, to be paid to our said Lady the Queen, Her heirs and successors, by way of stipulated or ascertained damages agreed upon between the said Postmaster General and the contractors, and the said Andrew Duncan and George Duncan, over and above any other sum or

Bond clause.

sums, if any, which may be payable in case of the failure of the said contractors in the due execution of this agreement or any part thereof.

In witness whereof the said James Duke of Montrose, Her Majesty's Postmaster General, Andrew Duncan and George Duncan, have hereunto set their hands and seals, and the contractors have hereunto caused their common seal to be affixed, the day and year first above written.

Signed, sealed, and delivered by the within-named James Duke of Montrose, Her Majesty's Postmaster General, in the presence of

J. L. Du Plat Taylor,
Private Secretary.

MONTROSE.



The common seal of the Hamburg-American Packet Company was hereunto affixed in the presence of

John Ward
Her Majesty's Minister, Resident
at Hamburg.

Seal of the Hamburg-
American Packet
Company.



ADOLPH GODEFFROI,
Chairman.
T. HÜDEPOLL,
Chef de Bureau.

John Henderson,
Hamburg,
Secretary to Mr. Ward.

Signed, sealed, and delivered by the within-named Andrew Duncan and George Duncan in the presence of

R. W. Peacock,
Assistant Solicitor,
General Post Office.

ANDREW DUNCAN



GEORGE DUNCAN



POSTAL CONTRACTS.

COPIES of a Contract entered into between Her Majesty's Postmaster General and the Hamburg-American Packet Company for the Conveyance of Mails to *New York*; and of CORRESPONDENCE relating thereto (in continuation of Parliamentary Paper, No. 42, of the present Session).

(*Mr. Hunt.*)

Ordered, by The House of Commons, to be Printed,
13 February 1868.

42—1.

Under 1 oz.

POSTAL CONTRACTS.

RETURN to an Order of the Honourable The House of Commons,
dated 10 March 1868 ;—for,

COPY “of CORRESPONDENCE relating to the Extension of the CONTRACT entered into between Her Majesty’s Postmaster General and the Hamburgh-American Packet Company for the Conveyance of MAILS to *New York* (in continuation of Parliamentary Paper, No. 42, of the present Session).”

Treasury Chambers, }
10 March 1868. }

J. SCLATER-BOOTH.

— No. 1. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 5 March 1868.

By your letter, dated the 6th January last, your Lordships were pleased to authorise me to enter into a contract with the Hamburgh-American Steam Ship Company for the conveyance of mails to New York for a period of three months, such contract to be extended, if the performances of the trips of the Company show that the public desires additional accommodation by their employment.

A contract was accordingly concluded for three months, commencing on the 1st January last, and terminating on the 31st instant; and as, so far as there has been time for observing, the service of the Hamburgh-American Company has been performed satisfactorily, I request the authority of your Lordships for entering into a further agreement with the Company for a weekly service to New York, terminable on the same notice as the contracts made with the North German Lloyd and the Inman Company.

The Lords Commissioners
of the Treasury.

I have, &c.
(signed) *Montrose*.

— No. 2. —

The Secretary to the Treasury to the Postmaster General.

My Lord Duke,

Treasury Chambers, 12 March 1868.

With reference to your further letter, dated the 5th instant, respecting the mail service between this Country and New York, I am directed by the Lords Commissioners of Her Majesty’s Treasury to acquaint you, that they are pleased to authorise your Grace to enter into a further agreement with the Hamburgh-American Steamship Company for a weekly service to New York, terminable on the same notice as the contracts made with the North German Lloyd and the Inman Company.

His Grace the Postmaster General.

I am, &c.
(signed) *G. Sclater-Booth*.

POSTAL CONTRACTS.

COPY of CORRESPONDENCE relating to the Extension of the CONTRACT entered into between Her Majesty's Postmaster General and the Hamburgh-American Packet Company for the Conveyance of MAILs to *New York* (in continuation of Parliamentary Paper, No. 42, of the present Session).

(*Mr. Selator-Booth.*)

*Ordered, by The House of Commons, to be Printed,
10 March 1868.*

POSTAL CONTRACT.

RETURN to an Order of the Honourable The House of Commons,
dated 27 April 1868;—for,

COPY “of CONTRACT with the Hamburg American Packet Company, for the Conveyance of MAILS from *Southampton* to *New York*; together with Copy of LETTER of Postmaster General forwarding such Contract to the Treasury (in continuation of Parliamentary Paper, No. 42-II.)”

Treasury Chambers, }
27 April 1868. }

G. SCLATER-BOOTH.

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office,
22 April 1868.

IN accordance with the authority contained in your Lordships' letter of the 12th ultimo, I have concluded a further agreement with the Hamburg-American Packet Company, for the conveyance of Mails once a week from Southampton to New York, terminable on the same notice as the Contracts made with the North German Lloyd and the Inman Company; and I beg to enclose a copy of the Agreement in question to be laid on the table of the House of Commons.

The Lords Commissioners of the Treasury,
&c. &c. &c.

I have, &c.
(signed) *Montrose*.

CONTRACT OF THE 1st APRIL 1868.

NEW YORK MAILS.

ARTICLES OF AGREEMENT made this 1st day of April 1868 between the Most Noble James Duke of Montrose Her Majesty's Postmaster General for the time being of the first part The Hamburg-American Packet Company (being a Company established in Hamburg under the name of the Hamburg-Amerik Packetfahrt Actien Gesellschaft and hereinafter called the Contractors) of the second part and Andrew Duncan and George Duncan both of No. 17 Gracechurch-street in the City of London Ship and Insurance Brokers of the third part.

WITNESS that the Contractors for themselves their successors and assigns hereby covenant with Her Majesty's Postmaster General his executors administrators successors and assigns Her Majesty's Postmaster General for the time being in manner following (that is to say):—

1. The Contractors will at all times during the continuance of this Agreement or so long as the whole or any part of the service hereby agreed to be performed ought to be performed in pursuance thereof provide keep seaworthy
42—III. A and

Contractors to
provide vessels.

and in complete repair and readiness for the purpose of conveying as hereinafter provided all Her Majesty's mails (in which term "Mails" all bags boxes or packets of letters newspapers books or printed papers and all other articles transmissible by the post without regard either to the place to which they may be addressed or to that in which they may have originated also all empty bags empty boxes and other stores and articles used or to be used in carrying on the Post Office service which shall be sent by or to or from the Post Office are agreed to be comprehended) which shall at any time and from time to time by the Postmaster General or any of his officers or agents be required to be conveyed as hereinafter provided a sufficient number of good substantial and efficient steam vessels of adequate power and speed and supplied with first-rate appropriate steam engines and in all respects suited to the performance of the services herein agreed to be performed within the respective times herein stipulated.

Equipment of
vessels.

2. The vessels to be employed under this Agreement shall be always furnished with all appropriate and necessary machinery engines apparel furniture stores tackle boats fuel lamps oil for lamps and engines tallow provisions anchors cables fire pumps and other proper means for extinguishing fire lightning conductors charts chronometers proper nautical instruments and whatever else may be requisite for equipping the said vessels and rendering them constantly efficient for the service hereby agreed to be performed and also manned and provided with competent officers with appropriate certificates according to the laws in force at Hamburg and with a sufficient number of competent engineers and a sufficient crew of able seamen and other men.

Day and port of
departure.

3. One of such vessels so equipped and manned as aforesaid shall on every Friday during the continuance of this Agreement put to sea from Southampton with Her Majesty's Mails on board and proceed thence direct to New York in the United States of America.

Time thereof.

4. Each of the said vessels shall put to sea from Southampton aforesaid on the appointed day at noon (or at such other time in the afternoon as the Postmaster General shall from time to time appoint) or so soon afterwards as the mails shall be embarked.

Limits of voyage.

5. Each voyage shall be considered to commence on the embarkation of the mails at Southampton and to terminate on the arrival of the said mails at the Contractors' pier at Hoboken.

Duration thereof.

6. The duration of such voyage shall not exceed 276 hours provided that the period of any delay which shall be occasioned by the exigencies of quarantine for the time being at the Port of New York shall be allowed in computing the duration of the voyage.

Penalty for failure
to have vessel
ready.

7. If the Contractors fail on any day during the continuance of this Contract on which a vessel ought in pursuance thereof to put to sea from Southampton aforesaid to provide an efficient vessel at Southampton aforesaid ready to put to sea at the appointed hour then and so often as the same shall so happen the Contractors shall forfeit and pay unto Her Majesty her heirs and successors the sum of 300 £.

Officer in charge of
mails to remain on
board.

8. The Contractors shall if required by the Postmaster General receive and allow to remain on board each of the said vessels while employed in the performance of this Agreement and while returning from New York to Southampton an Officer to be appointed by the Postmaster General to take charge of the mails.

Also sorters.

9. The Contractors shall also receive and allow to remain on board each of the said vessels while employed in the performance of this Agreement and also while returning from New York to Southampton such a number of Officers of the Postmaster General as shall be required for the purpose of sorting and making up the mails conveyed or to be conveyed by such vessel.

Accommodation for
mail officers and
sorters.

10. The Contractors shall provide suitable accommodation and victualling for the officers employed in the service of the Postmaster General as aforesaid either as chief-cabin passengers or as fore-cabin passengers at the option of the said Postmaster General and the Postmaster General shall pay to the Contractors by way of passage money for the accommodation and victualling of each such

such officer in respect of every such voyage between Southampton and New York and back the sum of 30 *l.* for every such officer who shall be treated as a chief cabin passenger and the sum of 20 *l.* for every such officer who shall be treated as a fore-cabin passenger.

11. The Contractors shall at their own cost provide to the satisfaction of the Postmaster General on each of the vessels to be employed under this Agreement a separate and convenient room for the convenient and secure deposit of the mails under lock and key and shall also at the like cost (if and when they shall be required so to do by the Postmaster-General) erect and provide to the satisfaction of the Postmaster-General on each of such vessels a separate and convenient room for sorting and making up the the said mails and shall provide in such room all such furniture lamps fittings and other conveniences as shall be necessary and all such furniture lamps fittings and other conveniences shall be from time to time cleansed and kept in repair and the oil for the lamps supplied by the servants and at the costs of the Contractors and the services of the crew of every such vessel shall from time to time be given in the conveyance of the mails between the mail room and the sorting room and the Postmaster General shall pay to the Contractors in respect of each vessel on which such sorting room as aforesaid shall be erected or provided the sum of 75 *l.* in full reimbursement of the costs which shall have been incurred by the Contractors in erecting fitting and furnishing the said sorting room and shall also pay to the Contractors by way of rent for the use of such room the sum of 20 *l.* for every voyage from Southampton to New York and back during any part of which the said room shall have been used by the Postmaster General for sorting and making up the said mails.

Place of deposit for mails and sorting room.

12. At each port or place where the said mails are to be delivered and received the officer having charge of mails shall whenever and as often as by him shall be deemed practicable or necessary and either with or without any other officer in the service of the Postmaster General be conveyed on shore and also from the shore to the vessel employed for the time being in the performance of this Agreement together with or (if such officer shall consider it necessary for the purposes of this Agreement so to do) without mails in a suitable and seaworthy boat of not less than four oars to be furnished with effectual covering for the mails and properly provided manned and equipped by the Contractors.

Mail officer to be conveyed on shore.

13. If the Postmaster General during the continuance of this Agreement thinks fit to entrust the charge and custody of the mails or any part thereof to the master or commander of the vessel to be employed for the time being in the performance of this Agreement and in all cases where the officer or other person appointed to have charge of the mails shall be absent the master or commander of such vessel shall without any charge (other than that herein provided to be paid to the Contractors) take due care of and the Contractors shall be responsible for the receipt safe custody and delivery of the said mails and each of such masters and commanders shall make the usual declaration or declarations required or which may hereafter be required by the Postmaster General in such and similar cases and furnish such journals returns and information to and perform such services as the Postmaster General or his agents may require and every such master or commander or officer duly authorised by him having the charge of mails shall himself immediately on the arrival at New York of any such vessels deliver the mails into the hands of the Postmaster or such other person as the Postmaster General shall authorise to receive the same.

Master or commander to take charge of mails if required.

14. The Contractors shall not convey in any of the vessels employed under this Agreement any nitro-glycerine or other article which shall have been declared specially dangerous.

Vessels not to convey any dangerous article.

15. The Contractors and all commanding and other officers of the vessels employed in the performance of this Agreement and all agents seamen and servants of the Contractors shall at all times punctually attend to the orders and directions of the Postmaster General his officers or agents as to the mode time and place of landing delivering and receiving mails.

Orders of Postmaster General to be obeyed.

Continuance of
agreement.

16. This Agreement shall commence on the day of the date hereof and shall continue in force until the expiration of a written notice given at any time and by either the Contractors or the Postmaster General of not less than six calendar months.

Subsidy.

17. And in consideration of the due and faithful performance by the Contractors of all the services hereby agreed to be by them performed the Postmaster General doth hereby covenant that there shall be paid to the Contractors out of such aids or supplies as may be from time to time provided and appropriated by Parliament for that purpose so long as they perform the whole of the said services in the manner and with such vessels as herein respectively provided the following sums that is to say the sum of 1*s.* for every ounce of letters conveyed by them and the sum of 3*d.* for every pound of newspapers conveyed by them and the sum of 5*d.* for every pound of book packets or packets of trade patterns conveyed by them and except where otherwise expressly provided none of the duties performed by the Contractors in pursuance of this Agreement shall give them any claim to remuneration beyond the payment hereinbefore specified.

Penalty for delay.

18. Provided always and it is hereby declared that if the duration of any voyage made in pursuance of this Agreement shall exceed the time hereinbefore provided in that behalf by a period equal to or exceeding 12 hours then and in every such case a deduction shall be made from the amount payable to the Contractors in respect of such voyage under the last preceding clause of $\frac{1}{8}$ th part of such amount in respect of each complete period of 12 hours by which such voyage shall exceed the time hereinbefore provided in that behalf so that (by way of example) if such voyage shall exceed the time hereinbefore provided in that behalf by four complete days no payment shall be made to the Contractors in respect of such voyage.

Account of
correspondence
to be kept.

19. The Postmaster General shall as soon as conveniently may be after the 1st day of July the 1st day of October the 1st day of January and the 1st day of April in every year during the continuance of this Agreement cause an account to be made out and signed by the Receiver and Accountant General for the time being of the General Post Office of all sums of money which shall up to the last preceding of such quarterly days have become payable to the Contractors in respect of the carriage of mails in pursuance of the preceding clauses of this Agreement and every account so made out and signed shall as between the parties hereto be conclusive evidence of the facts stated therein and of the amount due to the Contractors as aforesaid and such amount shall be forthwith paid to the Contractors out of such aids or supplies as aforesaid after deducting therefrom any sums of money in respect of forfeitures which the Contractors may have incurred as herein provided.

Disputes to be
referred to arbitra-
tion.

20. And it is hereby further agreed and declared between and by the said parties to these presents as follows (that is to say) If at any time during the continuance of this Agreement or after the determination thereof any dispute shall arise between the parties hereto or their executors administrators or successors respectively concerning any breach or alleged breach by or on the part of the Contractors of this Agreement or the sufficiency of any such breach to justify the Postmaster General in putting an end to the same or concerning the amount of consideration to be paid to or allowed by the Contractors as the case may be or concerning any of the covenants matters or things herein contained or in any wise relating thereto and notwithstanding the power herein contained to determine this Agreement and any execution or attempted execution of such power such dispute shall be referred to two Arbitrators one to be chosen from time to time by the Postmaster General and the other by the Contractors and if such Arbitrators should at any time or times not agree in the matter or question referred to them then such question in difference shall be referred by them to an Umpire to be chosen by such Arbitrators before they proceed with the reference to them and the joint and concurrent award of the said Arbitrators or the separate award of the said Umpire when the said Arbitrators cannot agree shall be binding and conclusive upon both parties.

Any submission
hereto may be
made a rule of
court.

21. Any submission to arbitration in pursuance of this Agreement may be made a rule of any of Her Majesty's Courts of Record pursuant to the Statute in that case made and provided on the application of either party.

22. The

22. The Contractors shall not receive or permit to be received in the United Kingdom for conveyance on board any of the vessels employed under this Agreement any letters other than those contained in Her Majesty's mails the whole postage of which shall belong to Her Majesty and shall be at the disposal of the Postmaster General.

Not to receive on board any letters other than those in the mails, the postage of which to belong to Her Majesty.

23. All and every the sums of money hereby stipulated to be paid by the Contractors unto Her Majesty her heirs and successors shall be considered as stipulated or ascertained damages whether any damage or loss has or has not been sustained and shall and may be retained by the Postmaster General out of any moneys payable or which may thereafter become payable to the Contractors or the payment may be enforced as a debt due to Her Majesty with full costs of suit at the discretion of the Postmaster General. Provided however that the payment by the Contractors of any sums of money by way of penalties shall not in any manner prejudice the right of the Postmaster General to treat the failure (if any) on the part of the Contractors to provide a proper vessel or to perform any voyage at or within the times hereinbefore in that behalf mentioned as a breach of this Agreement in the event of any submission to arbitration under the stipulations of Clause 20 being decided against the Contractors.

Penalties to be considered liquidated damages.

24. The Contractors shall not assign underlet or dispose of this Agreement or any part thereof without the consent of the Postmaster General signified in writing under his hand or under the hand of the Secretary or one of the Assistant Secretaries of the Post Office and in case of the same or any part thereof being assigned underlet or otherwise disposed of or of any great or habitual breach of this Agreement or of any covenant matter or thing herein contained on the part of the Contractors their officers agents or servants and whether there be or be not any penalty or sum of money payable by the Contractors for any breach it shall be lawful for the Postmaster General if he shall think fit and notwithstanding there may or may not have been any former breach of this Contract by writing under his hand or under the hand of the Secretary or one of the Assistant Secretaries of the Post Office to determine this Agreement without any previous notice to the Contractors or their agents nor shall the Contractors be entitled to any compensation in respect of such determination and such determination shall not deprive the Postmaster General for the time being of any right or remedy to which he would otherwise be entitled by reason of such breach or any prior breach of such Contract.

Agreement not to be assigned.

25. If on the determination of this Agreement any vessel or vessels shall have started with the mails in conformity with this Agreement such voyage or voyages shall be continued and performed and the mails be delivered during the same as if this Agreement had remained in force with regard to any such vessels and services and with respect to such vessels and services as last aforesaid this Agreement shall be considered as having terminated when such vessels shall have arrived at Southampton on the return voyage from New York and such services shall have been performed and the Contractors shall receive the same remuneration in respect of each such voyage as if this Agreement had continued in full force until the termination thereof.

Voyage to be completed after termination of Agreement.

26. It shall be lawful for the Postmaster General from time to time to delegate all or any of the powers vested in him by virtue of these presents to such person or persons as he shall think fit.

Postmaster General may delegate his powers.

27. All notices or directions which the Postmaster General his officers agents or others are hereby authorized to give to the Contractors their officers servants or agents other than any notice of termination of this Contract may at the option of the Postmaster General his officers agents or others either be delivered to the master of any of the said vessels or other officer or agent of the Contractors in the charge or management of any vessel employed in the performance of this Agreement or sent by the post addressed to the Contractors at their office in Hamburg or left at the office or last known office of their agents in London or Southampton and any notices or directions so given sent or left shall be binding on the Contractors provided always that any notice of termination of this Contract shall be sent by post addressed to the Contractors at their office or last known office in Hamburg or left at the office of their agents in London or Southampton.

As to notices.

6 CONTRACT:—MAILS FROM SOUTHAMPTON TO NEW YORK.

Members of Parliament not to be interested in this Agreement.

28. In pursuance of the provisions contained in the Act of Parliament passed in the 22nd year of the reign of King George the 3rd intituled "An Act for restraining any person concerned in any Contract Commission or Agreement made for the public service from being elected or sitting and voting as a Member of the House of Commons" no Member of the House of Commons shall be admitted to any share or part of this Agreement or to any benefit to arise therefrom contrary to the true intent and meaning of the said Act.

Agreement to be laid on table of House of Commons.

29. This Agreement shall not be binding until it has lain upon the Table of the House of Commons for one month without disapproval unless it be previously approved by a resolution of the said House of Commons.

Bond clause.

30. And lastly for the due and faithful performance of all and singular the covenants conditions provisoes clauses articles and agreements hereinbefore contained which on the part and behalf of the Contractors their successors and assigns are or ought to be observed performed fulfilled or kept the Contractors for themselves and their successors and the said Andrew Duncan and George Duncan for themselves their heirs executors and administrators do hereby bind themselves jointly and severally unto our Sovereign Lady the Queen in the sum of 5,000 £. of lawful British money to be paid to our said Lady the Queen Her heirs and successors by way of stipulated or ascertained damages agreed upon between the said Postmaster General and the Contractors and the said Andrew Duncan and George Duncan over and above any other sum or sums if any which may be payable in case of the failure of the said Contractors in the due execution of this Agreement or any part thereof.

In witness whereof the said James Duke of Montrose Her Majesty's Postmaster General Andrew Duncan and George Duncan have hereunto set their hands and seals and the Contractors have hereunto caused their common seal to be affixed the day and year first above written.

Signed sealed and delivered by the within named James Duke of Montrose Her Majesty's Postmaster General in the presence of } MONTROSE.
V. H. Biscoe,
Clerk, General Post Office.



The Common Seal of the Hamburg American Packet Company was hereunto affixed in the presence of

The Seal of the Hamburg American Steam Packet Company.



ADOLPH GODEFFROI,
Chairman.
T. HÜDEPOLL,
Chef de Bureau.

John Ward,
Her Majesty's Minister—Resident
at Hamburg.

John Henderson,
Hamburg,
Secretary to Mr. Ward.

Signed sealed and delivered by the within named Andrew Duncan and George Duncan in the presence of } AND^W. DUNCAN.
R. W. Peacock,
Assistant Solicitor,
General Post Office. } GEORGE DUNCAN.



POSTAL CONTRACT.

COPY of CONTRACT with the Hamburg American Packet Company, for the conveyance of MAILS from *Southampton* to *New York*; together with Copy of LETTER of Postmaster General forwarding such Contract to the Treasury (in continuation of Parliamentary Paper, No. 42-II.)

(*Mr. Selater-Booth.*)

Ordered, by The House of Commons, to be Printed,
27 April 1868.

42—III.

Under 1 oz.

POST OFFICE (ORKNEY MAILS).

RETURN to an Order of the Honourable The House of Commons,
dated 22 May 1868;—for,

COPY “of the CONTRACT entered into between Her Majesty’s Postmaster General and the Orkney Steam Navigation Company, for the Conveyance of the MAILS to and from the *Orkneys*; together with a Copy of the TREASURY MINUTE thereon.”

Treasury Chambers, }
22 May 1868. }

G. SCLATER-BOOTH.

COPY of the CONTRACT entered into between Her Majesty’s Postmaster General and the Orkney Steam Navigation Company, for the Conveyance of the MAILS to and from the *Orkneys*.

It is contracted and agreed upon between the parties underwritten, viz., The Most Noble James Duke of Montrose, Her Majesty’s Postmaster General on the one part, and George Robertson, manager of the Orkney Steam Navigation Company (limited), and residing in Kirkwall, hereinafter designated “the said contractor” on the other part, in manner following; that is to say, the said George Robertson, in consideration of the payments after mentioned, hereby binds and obliges himself, his heirs, executors, and successors, from and after the 1st day of April 1868, which is hereby declared to be the date of commencement of this contract, until the same shall be determined in manner after-written, to convey, or cause to be conveyed, all Her Majesty’s mails or bags of letters, or packets and newspapers which may be delivered to him, the said contractor or his foresaids, or to any of his or their agents or servants, by or on behalf of the Postmaster General for the time being, and also any guard or other officer of the Post-office who may at any time be sent in charge of the said mails between Scrabster Pier, Thurso, and Stromness, in Orkney, in manner after mentioned; and the said contractor binds and obliges himself and his foresaids, for the purposes of this contract, to provide and maintain in good order a substantial, speedy, and seaworthy steam vessel of not less than 100 tons register measurement, and 45-horse power, to be approved of by the Postmaster General for the time being, or by any competent person to be appointed by the said Postmaster General for the time being for that purpose, and to be fully manned and commanded by a skilful master, and having affixed to it in some convenient place a closet or locker, with lock and key for depositing the said mails, and which key shall be in charge of the master of the said steam vessel for the time being, on all occasions on which a guard or other officer is not sent in charge of the said mails as aforesaid; and that the said master for the time being shall take the declaration of office required by the Post-office laws, and shall at all times protect the said mails to the utmost of his power, and be responsible for their safe keeping while not in charge of a guard or other officer as aforesaid; and shall also receive the same into his charge and deliver them into the custody of the proper person at Scrabster Pier, and at the post-office of Stromness respectively, except in the case of its being impossible at any time, through stress of weather, to make Scrabster Pier as after mentioned; that the said steam vessel shall leave Scrabster Pier, for Stromness, and Stromness for Scrab-

ster Pier once each way six days in every week (weather permitting), at such hours as may be from time to time fixed by the Postmaster General, or by the District Surveyor of the General Post-office, and duly notified to the said contractor or his foresaids, or to the master for the time being of the said steam vessel; and shall perform the voyage in each direction at a speed of not less than eight imperial miles an hour, and shall at no time linger or delay on any such voyage, or deviate from the direct course, except for the purpose of saving human life, under the liquidate penalty of 20 *l.*, to be paid by the said contractor or his foresaids, to the Postmaster General for the time being, for each such instance of lingering delay or deviation; such penalty to be deducted from any one or more of the payments hereinafter stipulated to be made or, if thought proper, enforced in an action at law at the instance of the Postmaster General for the time being; that the master of the said steam vessel for the time being shall keep a sailing bill, and transmit the same daily through the post, duly signed and filled up, to the District Surveyor of the General Post-office for the time being; that, if at any time the said steam vessel is unable, through stress of weather, to reach Scrabster Pier, and the mails have consequently to be landed elsewhere, the master of the said steam vessel shall immediately forward the same to the post-office of Thurso by a trustworthy messenger, and in a proper conveyance, at the expense of the said contractor or his foresaids as expeditiously as possible; that, in case it is found impossible at anytime during the continuance of this contract to send the said steam vessel to sea in consequence of unavoidable accident, or of its being necessary that her boilers should be cleaned, the said contractor or his foresaids shall provide a good and sufficient sailing vessel, of not less than 25 tons register, to take the place temporarily of the said steam vessel, such sailing vessel to be fully manned and found in all respects, and commanded by a skilful master who shall undertake for the time all the duties herein imposed on the master of the said steam vessel, all to the satisfaction of the Postmaster General for the time being, or of such competent person as may be appointed by him in manner above written; that, in the event of a pier being at any future time erected at Scapa, the said contractor or his foresaids shall run the said steam vessel to and from such pier with the mails, instead of to and from Stromness, as above provided for, at all times when the Postmaster General may call upon the said contractor or his foresaids so to do, and for such length of time as to the said Postmaster General may seem expedient; that the said contractor or his foresaids shall, whenever called on so to do, grant a bond to the Postmaster General for the time being, for the due performance of all the obligations undertaken by them under this contract, under the penalty of 200 *l.* sterling, with or without sureties, and in such terms as to the said Postmaster General for the time being may seem fit; that the said contractor and his foresaids, and the master for the time being of the said steam vessel, shall faithfully obey and perform all such rules as may be laid down for their guidance in connection with the conveyance of the mails, and as shall from time to time be signified in writing to them by the District Surveyor of the General Post-office for the time being, or by, or by order of, the Postmaster General for the time being; that if the said contractor or his foresaids shall, at any time during the continuance of this contract, refuse or neglect to provide for the conveyance of the mails in manner above written, then, and in any such case, it shall be in the power of the Postmaster General, or the District Surveyor of the General Post-office for the time being, or of any person to be appointed by them, or either of them, to charter another steam vessel, or to employ any other means that may be deemed fit for the conveyance of the mails as aforesaid, and to charge the whole of the expenses to be thereby incurred to the said contractor or his foresaids, and thereupon he or his foresaids shall and will on demand well and truly pay, or cause to be paid to the Postmaster General, or the District Surveyor of the General Post-office for the time being, the whole of the expenses to be so incurred by them, or either of them, or by the revenue of the Post-office, in consequence of such neglect, refusal, or failure, or in reference thereunto, to be recoverable against the said contractor or his foresaids, as and for liquidated damages; and, farther, that in case of any such neglect, refusal, or failure, it shall be in the power of the Postmaster General, or the District Surveyor of the General Post-office for the time being, to deduct and retain all or any part of such expenses out of any such sum or sums of money as may then be due, or may thereafter become due to the said

said contractor or his foresaids, by virtue of this present contract in discharge, so far as the same will extend, of such expenses; but this present provision shall be without prejudice to the right of the Postmaster General, or the District Surveyor of the General Post-office for the time being, to put an end to this contract under the proviso for such purpose hereinafter contained, in case he shall see fit so to do. That the said contractor or his foresaids shall pay and discharge the whole expenses incurred for landing or taking on board the mail bags and guards, or other officers of the Post-office; and all river, harbour, lighthouse, pilotage, or other dues which may be exigible for the said steam vessel or sailing vessel, and all other expenses connected therewith in any manner of way: Declaring that the Postmaster General shall in no way be held liable for any such expenses: For which causes, and on the other part, the said James, Duke of Montrose, binds and obliges himself and his successors in office, Postmasters General for the time being, during the continuance of this contract well and truly, to pay or cause, to be paid, to the said contractor or his foresaids, out of such aids or supplies as may be from time to time provided and appropriated by Parliament for that purpose, the yearly sum of 1,300 *l.*, by equal quarterly payments, and so in proportion for any period less than a year: Provided always, and it is hereby agreed and declared between and by the said parties hereto, that if any of the said payments hereinbefore covenanted to be made shall be behind and unpaid for the space of one calendar month after the same shall have become due, and the said contractor or his foresaids shall not, within one week after the expiration of such calendar month give notice in writing of such non-payment to the District Surveyor of the General Post-office for the time being, then and in that case the said payment then due, and in respect of which such default of notice shall be so made as aforesaid, shall be forfeited, and the said contractor and his foresaids shall be utterly precluded from recovering payment of the same, or any part thereof, and shall not be relievable at law or in equity: Provided always, and it is hereby farther agreed and declared, that this contract shall continue in force for the term of seven years certain, from and after the said 1st day of April 1868, and, thereafter, until one of the said parties shall have given to the other of them six calendar months' notice of his or their desire to put an end to the same, at the end of which six calendar months this contract shall terminate, and come to an end accordingly: Provided also, that if the said contractor shall die, or if he or his foresaids shall become bankrupt or insolvent, or shall not, in the judgment and opinion of the Postmaster General for the time being (and whose decision on the subject shall be final), well and faithfully observe and perform all or any of the covenants and agreements in this present contract contained, and, on their part and behalf, to be kept and performed, it shall be lawful for the Postmaster General, or the District Surveyor of the General Post-office for the time being, by writing under either of their hands at any time, to put an end to this present contract, and thereupon the same shall be null and void; and the said Postmaster General for the time being, shall and may, if he shall so think proper, declare the sum or sums of money (if any) then due to the said contractor or his foresaids in respect of this contract, to be forfeited by reason of the expense and inconvenience which such death, bankruptcy, or insolvency, or breach, or non-performance of contract by them may have occasioned to the revenue of the Post-office: And for the due performance of the covenants and agreements herein contained, and on the part of the said contractor and his foresaids to be done, observed, and performed, he, the said contractor, hereby binds and obliges himself, his heirs, executors, and successors, unto Her Majesty and Her successors, in the sum of 200 *l.* sterling over and above the penalties hereinbefore stipulated for, to be recovered by way of liquidated damages, and not by way of penalty, and to be recoverable, notwithstanding the Postmaster General for the time being may put an end to this contract in manner hereinbefore-mentioned, and may declare the sum or sums of money then due to the said contractor or his foresaids, in respect thereof, to be forfeited as hereinbefore is mentioned and provided: And it is hereby further provided and declared that, in all cases in which any notice is hereinbefore directed or required to be given to the said contractor or his foresaids, for any of the purposes hereinbefore mentioned, the sending of such notice by the post, addressed to his or their usual or last known dwelling place or place of business, shall in all cases be deemed and con-

sidered as sufficient notice within the intent and meaning of these presents : And it is hereby further agreed and declared that it shall not be lawful or competent for the said contractor or his foresaids, at any time or times during the continuance of this present contract, to give, grant, bargain, sell, assign, set, let, underlet, or otherwise part with or dispose of this present contract or undertaking, or the benefit, advantage, or profit thereof, or of the several matters and things herein contained, to any person or persons whomsoever : And it is hereby farther agreed and declared, between and by the said parties to these presents, that if, at any time during the continuance of this contract or after the determination thereof, any dispute shall arise between the parties concerning any of the covenants, matters, or things herein contained, or in anywise relating thereto, the same shall be referred to the amicable decision, final award, and decret arbitral of James Moncrieff, Esquire, Dean of the Faculty of Advocates, or of the Dean of the Faculty of Advocates for the time being, or in case of their, or either of their refusal or neglect to act, of two persons, one to be named by each party, who shall have power before entering upon the reference to appoint an oversman in case of difference in opinion, and any such award or decret arbitral as may be pronounced in any such case shall be final and conclusive on the said parties respectively : And it is hereby lastly agreed and declared that, in pursuance of the directions contained in a certain Act of Parliament made and passed in the 22nd year of the reign of his late Majesty King George the Third, intituled " An Act for restraining any Person concerned in any Contract, Commission, or Agreement made for the Public Service, from being elected or sitting and voting as a Member of the House of Commons," no Member of the House of Commons shall be admitted to any share or part of this contract, or to any benefit to arise therefrom, contrary to the true intent and meaning of the said Act : And the said parties consent to the registration hereof, and of the decret arbitral or award, which may be pronounced in the beforewritten submission for preservation and execution. In witness whereof, &c.

Dated 21st and 27th April 1868.

(signed) *Montrose.*
 „ *George Robertson.*

(signed) *J. L. du Plat Taylor*, Witness.
V. U. Biscoe, Witness.
C. A. Maitland, Witness.
Wm. Brown, Witness.

COPY TREASURY MINUTE, dated 20th May 1868.

MY Lords have before them a letter from the Postmaster General, dated the 13th instant, forwarding copy of a contract which his Grace has concluded with Mr. George Robertson, manager of the Orkney Steam Navigation Company, for the conveyance of the mails to and from the Orkneys.

The contract, which has been made for the period of seven years, from 1st ultimo, provides that, for a subsidy of 1,300 *l.* a year, the mails are to be conveyed six days a week in summer, and six days a week in winter. Whereas under the contract, which has recently expired, the mails were only conveyed six days a week in summer, and three days a week in winter, the subsidy being the same.

Let copy of the contract be laid upon the Table of the House of Commons, together with a copy of the above Minute, in pursuance with the resolution of the House, dated 24th July 1860.

Inform Postmaster General of the date when laid.

POST OFFICE (ORKNEY MAILS).²

COPY of the CONTRACT entered into between the Postmaster General and the Orkney Steam Navigation Company for the Conveyance of the MAILS to and from the *Orkneys*; and, Copy of the TREASURY MINUTE thereon.

(*Mr. Selater-Booth.*)

*Ordered, by The House of Commons, to be Printed,
22 May 1868.*

P E N A N G M A I L S .

RETURN to an Order of the Honourable The House of Commons,
dated 2 July 1868 ;—for,

COPY “of CORRESPONDENCE between the Post Office Department and the Peninsular and Oriental Steam Packet Company, relative to the CONVEYANCE of the MAILS to *Penang*.”

General Post Office, }
7 July 1868. }

JOHN TILLEY,
Secretary.

— No. 1. —

Mr. *Scudamore*, to the Secretary of the Peninsular and Oriental Steam Navigation Company.

General Post Office,
16 April 1868.

Sir,

SEVERAL complaints have been made to this Department against the arrangement under which it has been agreed that the Peninsular and Oriental Steam Navigation Company's Mail Packets shall not call at Penang.

One of the Naval Agents in charge of mails on the China line, having had his attention called to the matter by a copy of a memorial on the subject, appearing in a Colonial newspaper, he has made a suggestion, with the view of obviating the inconvenience complained of, and which the Postmaster General deems worthy of consideration.

Distant about 168 miles from Penang, the Naval Agent states, is the lightship, on the $1\frac{1}{2}$ fathom bank, and he suggests that the Penang Mails, both outward and homeward, should be left at this lightship.

This, he believes, could generally be done without inconvenience, by a stop of about 10 minutes, as the Packets pass quite close to the light at all times; and, assuming a small steamer, having a speed of seven knots, to be employed by the Colonial authorities to convey the Mails to and from Penang, he estimates that there would be an interval of 48 hours between the arrival of each outward Mail and the departure of the next homeward one, thus enabling correspondents to answer their letters by return of post.

In communicating this suggestion to the Directors of the Peninsular and Oriental Company, I am to inquire whether they will have any objection to their Packets stopping at the lightship referred to, for the purpose of delivering and receiving the Penang Mails.

Should the Directors not object to such arrangement, his Grace will bring the question under the consideration of the Government of the Straits Settlements.

C. W. Howell, Esq.,
Peninsular and Oriental Steam
Navigation Company.

I am, &c.
(signed) *Frank Ives Scudamore*.

— No. 2. —

Secretary of the Peninsular and Oriental Steam Navigation Company, to the
Secretary of the General Post Office.

Peninsular and Oriental Steam Navigation Company,
Offices, 122, Leadenhall street, London, E.C.,

Sir,

20th April 1868.

I HAVE the honour to acknowledge the receipt of your letter of the 16th instant, with reference to a suggestion of one of the Naval Agents in charge of Mails on the China line, that the Packets employed in that service should stop, both outward and homeward, off the lightship on the $1\frac{1}{2}$ fathom bank, about 168 miles from Singapore, to deliver and receive the Penang Mails, which he believes could generally be done, without inconvenience, by a stop of about 10 minutes. In reply I am instructed to state, that the plan suggested appears to the Directors to be feasible, and they need hardly say that it would afford them much satisfaction to agree to any arrangement which would mitigate the inconvenience entailed by the new scheme upon the community of Penang, provided that it be attended with no risk to the Packets, and that it would cause no delay of moment to the "through" Mails.

The Directors are of opinion that the Naval Agent has, except with the most favourable circumstances, under-estimated the probable stoppage; and it should be understood that the local authorities would require to make their own arrangements for the boat service between the lightship and the Packets.

The Directors intend to place themselves in communication with the Company's Agents at Bombay and Singapore in this matter, and it would perhaps expedite its arrangement, if it were suggested to the Government of the Straits Settlements to do the same.

I have, &c.

(signed) *C. W. Howell*, Secretary.

The Secretary, General Post Office.

— No. 3. —

Mr. *Tilley*, to the Secretary of the Peninsular and Oriental Steam Navigation Company.

General Post Office,
26th May 1868.

Sir,

THE Postmaster General continues to receive communications from mercantile bodies in this country, urging the great inconvenience occasioned by the British Mail Packets having ceased to call at Penang, on their route from Point de Galle to Hong Kong, and expressing a hope that steps may be taken for reverting to the old arrangement under which the Packets called at Penang, both on the outward and homeward voyages.

As the omission of Penang from the new packet service was made a stipulation on the part of the Peninsular and Oriental Steam Navigation Company, the Postmaster General will be glad if the Directors will favour him with any observations on this subject that may occur to them.

I am, &c.

(signed) *John Tilley*.

C. W. Howell, Esq.,
Peninsular and Oriental Steam
Navigation Company.

— No. 4. —

The Secretary of the Peninsular and Oriental Steam Navigation Company, to
the Secretary of the General Post Office.

Peninsular and Oriental Steam Navigation Company,
Offices, 122 Leadenhall-street, London, E.C.,

Sir,

2 June 1868.

I HAVE the honour to acknowledge the receipt of your letter of the 26th ultimo, stating that the Postmaster General continues to receive communications

tions from mercantile bodies in this country, urging the great inconvenience occasioned by the packets having ceased to call at Penang, and expressing a hope that steps may be taken for reverting to the old arrangement under which the packets called at Penang both on the outward and homeward voyages.

In reply, I am requested to state that the reasons which influenced the Directors in wishing to exclude Penang from the Mail Contract yet remain fully in force. Calling at this port practically involves a detention on the passage, either way, of 24 hours, and this delay is not only, in the opinion of the Directors, prejudicial to the greater public interests connected with China and Japan, but also the cause of direct loss to the Company, on account of the competition to which they are subjected in the traffic with both Europe and India, as shippers naturally prefer the quickest route, however slight the gain in that respect may be.

It is possible, however, that the new arrangements of working the mail service, by which steamers arrive and depart on certain days of the week, may have the effect of diminishing to some extent the foregoing objections, and as the Postmaster General is desirous of meeting the views of those interested in Penang, the Directors are willing to try the experiment of again including this port in the mail service, with the understanding that, if it should be found to interfere seriously with their business, they should be at liberty to revert to the present arrangement upon giving six months notice to that effect.

Taking into account the additional mileage which would have to be performed, the delay, and other disadvantages, the Directors submit that 5,000 *l.* per annum would be a bare remuneration for this service.

I am desired to enclose a time table, showing the working of the proposed arrangement.

I am, &c.

(signed)

C. W. Howell,
Secretary.

The Secretary, General Post Office.

Enclosure No. 1, in No. 4.

OUTWARD ROUTE.

CEYLON.	PENANG.		SINGAPORE.		HONG KONG.		SHANGHAI.		YOKOHAMA.
Leave WEDNESDAY, 11 P.M.	Arrive TUESDAY, 7 A.M.	Leave TUESDAY, 1 P.M.	Arrive THURSDAY, 5 A.M.	Leave FRIDAY, 5 A.M.	Arrive THURSDAY, Noon.	Leave FRIDAY, Noon.	Arrive TUESDAY, 8 A.M.	Leave WEDNESDAY 8 A.M.	Arrive MONDAY, 6 P.M.
15 July -	21 July -	21 July -	23 July -	24 July -	30 July -	31 July -	4 August -	5 August -	10 August.
29 July -	4 August -	4 August -	6 August -	7 August -	13 August -	14 August -	18 August -	19 August -	24 August.
12 August -	18 August -	18 August -	20 August -	21 August -	27 August -	28 August -	1 Sept. -	2 Sept. -	7 Sept.
26 August -	1 Sept. -	1 Sept. -	3 Sept. -	4 Sept. -	10 Sept. -	11 Sept. -	15 Sept. -	16 Sept. -	21 Sept.
9 Sept. -	15 Sept. -	15 Sept. -	17 Sept. -	18 Sept. -	24 Sept. -	25 Sept. -	29 Sept. -	30 Sept. -	5 Oct.
23 Sept. -	29 Sept. -	29 Sept. -	1 Oct. -	2 Oct. -	8 Oct. -	9 Oct. -	13 Oct. -	14 Oct. -	19 Oct.
7 October	13 Oct. -	13 Oct. -	15 Oct. -	16 Oct. -	22 Oct. -	23 Oct. -	27 Oct. -	28 Oct. -	2 Nov.
21 October	27 Oct. -	27 Oct. -	29 Oct. -	30 Oct. -	4 Nov. -	5 Nov. -	10 Nov. -	11 Nov. -	16 Nov.
	WEDNESDAY.	WEDNESDAY.	FRIDAY.	SATURDAY.	SUNDAY.	MONDAY.	SATURDAY.	SUNDAY.	FRIDAY.
* 4 Nov. -	11 Nov. -	11 Nov. -	13 Nov. -	14 Nov. -	22 Nov. -	23 Nov. -	28 Nov. -	29 Nov. -	4 Dec.
* 18 Nov. -	25 Nov. -	25 Nov. -	27 Nov. -	28 Nov. -	6 Dec. -	7 Dec. -	12 Dec. -	13 Dec. -	18 Dec.
* 2 Dec. -	9 Dec. -	9 Dec. -	11 Dec. -	12 Dec. -	20 Dec. -	21 Dec. -	26 Dec. -	27 Dec. -	1 Jan. 1869
* 16 Dec. -	23 Dec. -	23 Dec. -	25 Dec. -	26 Dec. -	3 Jan. 1869	4 Jan. 1869	9 Jan. 1869	10 Jan. 1869	15 Jan. "
* 30 Dec. -	6 Jan. 1869	6 Jan. 1869	8 Jan. 1869	9 Jan. 1869	17 Jan. "	18 Jan. "	23 Jan. "	24 Jan. "	29 Jan. "

Enclosure No. 2, in No. 4.

HOMEWARD ROUTE.

YOKOHAMA.	SHANGHAI.		HONG KONG.		SINGAPORE.		PENANG.		CEYLON.
Leave SATURDAY, 1 A.M., (Leaving Friday Evening.)	Arrive THURSDAY.	Leave FRIDAY.	Arrive TUESDAY.	Leave THURSDAY, 9 A.M.	Arrive THURSDAY, 4 P.M.	Leave FRIDAY, 4 P.M.	Arrive SUNDAY, 8 A.M.	Leave SUNDAY, 2 P.M.	Arrive SUNDAY, 10 P.M.
* 8 August -	13 August -	14 August -	18 August -	20 August -	27 August -	28 August -	30 August -	30 August -	6 Sept.
*22 August -	27 August -	28 August -	1 Sept. -	3 Sept. -	10 Sept. -	11 Sept. -	13 Sept. -	13 Sept. -	20 Sept.
* 5 Sept. -	10 Sept. -	11 Sept. -	15 Sept. -	17 Sept. -	24 Sept. -	25 Sept. -	27 Sept. -	27 Sept. -	4 Oct.
*19 Sept. -	24 Sept. -	25 Sept. -	29 Sept. -	1 Oct. -	8 Oct. -	9 Oct. -	11 Oct. -	11 Oct. -	18 Oct.
THURSDAY.	TUESDAY.	WEDNESDAY.	SUNDAY.	TUESDAY.	MONDAY.	TUESDAY.	THURSDAY.	THURSDAY.	WEDNESDAY.
8 Oct. -	13 Oct. -	14 Oct. -	18 Oct. -	20 Oct. -	26 Oct. -	27 Oct. -	29 Oct. -	29 Oct. -	3 Nov.
22 Oct. -	27 Oct. -	28 Oct. -	1 Nov. -	3 Nov. -	9 Nov. -	10 Nov. -	12 Nov. -	12 Nov. -	17 Nov.
5 Nov. -	10 Nov. -	11 Nov. -	15 Nov. -	17 Nov. -	23 Nov. -	24 Nov. -	26 Nov. -	26 Nov. -	1 Dec.
19 Nov. -	24 Nov. -	25 Nov. -	29 Nov. -	1 Dec. -	7 Dec. -	8 Dec. -	10 Dec. -	10 Dec. -	15 Dec.

* S. W. M.

— No. 5. —

Mr. *Tilley*, to the Secretary of the Peninsular and Oriental Steam Navigation Company.

Sir,

General Post Office, 22 June 1868.

WITH reference to your letter of the 2nd instant, I am directed by the Post-master General to inform you that he has brought under the consideration of the Lords Commissioners of the Treasury the terms on which the Directors of the Peninsular and Oriental Company offer to try the experiment of again including Penang in the itinerary of the mail service between Point de Galle and Hong Kong, and that their Lordships are not prepared to accept the offer of the Directors.

C. W. Howell, Esq.
Peninsular and Oriental Company.

I am, &c.
(signed) *John Tilley*.

PENANG MAILS.

COPY of CORRESPONDENCE between the Post Office Department and the Peninsular and Oriental Steam Packet Company, relative to the CONVEYANCE of the MAILS to *Penang*.

(*Mr. Thomas Baring.*)

*Ordered, by The House of Commons, to be Printed,
10 July 1868.*

414.

Under 1 oz.

WEST INDIA MAILS.

RETURN to an Order of the Honourable The House of Commons,
dated 12 May 1868;—for,

COPY “of CORRESPONDENCE since October last between the Treasury, Post Office, and West India and Pacific Steam Company, relative to the Conveyance of MAILS to the WEST INDIES.”

Treasury Chambers, }
12 June 1868. }

G. SCLATER-BOOTH.

— I. —

CORRESPONDENCE between the Treasury and the West India and Pacific Steamship Company.

— No. 1. —

The Managing Director of the West India and Pacific Steamship Company to the Secretary to the Treasury.

West India and Pacific Steamship Company, Limited.
Liverpool, 10 January 1868.

Sir,

I ADDRESSED his Grace the Postmaster General on the 23rd November and 3rd December 1867 upon the subject of the West India Mail Contract, but have not up to the present received a definite reply.

I beg, on behalf of the Directors of this Company, to submit the matter to the consideration of the Lords Commissioners of Her Majesty's Treasury, understanding that the question must, in the usual course of business, be referred to their Lordships.

This Company and its predecessors (which were conducted as private enterprises) have been engaged in the trade to the West Indies, Mexico, and the Spanish Main for 11 years, and at present despatch monthly on fixed dates, which we have maintained with great regularity, a steamer to St. Thomas, Santa Martha, Carthagena, and Colon, another to Barbadoes and *viâ* ports in Venezuela to Colon, and a third to Hayti, Jamaica, and Mexico.

We possess a fleet of 16 steamers, representing a tonnage of 23,272 tons the largest of which is 2,498 tons.

In conducting our trade we have to rely solely upon the ordinary mercantile and passenger traffic, and have had as our competitors for this trade a company obtaining a very large annual grant from the national funds of this country.

It is almost impossible for us to maintain our lines of steamers to places where we have this highly subsidised competition, as it is obvious that an unsubsidised company cannot advantageously compete with one enjoying this great support from the Government.

We have struggled on against this difficulty, and against the serious losses that have befallen us at St. Thomas in the late hurricane and earthquake there, where our steamer “Columbian” was sunk with a cargo valued at over 200,000 *l.* on board, and our stores and wharves destroyed. We have done so in the natural expectation that when the present mail service terminated at the end of 1869, that it would be thrown open to public competition, and that we should

then enjoy a fair and full opportunity of placing our company upon equal terms with any other concern engaging in a similar trade from this country.

We have been supported in this belief by the statement as to the policy of the Government as set forth in a letter dated 9th November, 1858, addressed by Sir Charles Trevelyan to Mr. Inman, in which he says, "that when a new postal service is about to be established by Government, it is the practice of their Lordships to invite tenders by public advertisement, thereby affording to all parties an opportunity of competing for such services, provided they conform to the required conditions."

I venture respectfully to ask that my letters to the Postmaster General may be considered, and that an opportunity may be afforded to this Company to tender for the West India Mail Contract, and I can assure their Lordships that, from our great experience in working an unsubsidised line in the face of subsidised competitors, that we are prepared to undertake the service at a large saving to the National Exchequer upon the sums at present paid. Further, that we are prepared to provide the best class of steamer for the service.

If it should suit the views of Her Majesty's Government to extend the present service, or divide it, we are ready at once, or at end of 1869, when the present contract expires, to offer to undertake it on either of these principles.

	I remain, &c.
G. W. Hunt, Esq.,	(signed) Arthur B. Forwood,
Secretary to Her Majesty's	Managing Director.
Lords Commissioners of the Treasury.	

— No. 2. —

The Managing Director of the West India and Pacific Steamship Company to the Secretary to the Treasury.

West India and Pacific Steamship Company, Limited.

Sir,

Liverpool, 24 January 1868.

I REPORTED to the directors of this Company particulars of what transpired at the interview which you favoured me on the 20th instant, on the subject of the West India Mail Contract.

I gathered from your remarks that the present contractors had applied to Her Majesty's Government for an extension of their present contract, on the ground that having to replace the losses sustained by them recently at St. Thomas, in consequence of being under an obligation to carry the mails for two years longer, a very large expenditure for so limited a term of service would have to be incurred. That Her Majesty's Government had assented to such an extension of the contract, but the terms had not been finally arranged; also, that if it had not been for these circumstances, Her Majesty's Government, in all probability, would have thrown the service open to public competition.

I also understood that you had received a report upon the communications this Company addressed to Her Majesty's Postmaster General, to the effect that although this Company might have proposed to accept lower terms for the mails, yet it only despatched steamers on remunerative routes, whereas the subsidy was given to insure a mail service on the unremunerative routes as well.

The importance of the subject and the erroneous light in which the communications of this Company have been placed before Her Majesty's Government, have prompted the directors of this Company to desire me to repeat in writing the remarks I ventured to submit to you verbally.

It is to be regretted that I have to place before you observations that may bear the impress of a spirit of rivalry to another company, but the position the matter has assumed prevents our taking a different tone.

The mere fact that sea postal contractors have sustained losses of their vessels can scarcely be held to be a good reason for their obtaining an extension of their contract, or, in other words, receiving a sum of public money to recoup their losses; such accidents are common to all similar enterprises, and are insured against, and calculated upon in the terms exacted for the service. That this is so

with

with the present contractors is abundantly proved by their published accounts, in which, being their own insurers, they have charged their revenue with a moderate per-centage for insurance, and out of this fund have during the past four years divided an average of 58,000 *l.* per annum amongst their shareholders, leaving besides a sum of nearly a quarter of a million sterling undivided to meet such losses as they have recently sustained.

I may mention that this Company sustained greater losses in comparison through the same hurricane, and although, as you stated, we are not under the same obligations to carry the mails, neither have we received any public monies as an assurance to provide for such natural contingencies.

I have already stated that this Company, by the report submitted from the Post Office, has been placed at a disadvantage before Her Majesty's Government.

It is true we only at present sail our vessels upon routes where we consider we shall be remunerated by the ordinary trade, as we have nothing else on which to depend; but we were clearly aware, and my letter of the 20th November (written before application was made, I believe, by the present contractors) so expresses it, that we wanted to tender for the whole West India mail service as at present conducted. This was confirmed by my subsequent letter of the 3rd December, where we stated distinctly that we wished to be allowed to tender for the service, and as an assurance that it would be to the public interest to throw open the matter to competition, we stated that we were prepared to submit an offer at a much less expense to the country than is at present incurred.

If there was any ambiguity in our language, I venture to think we were justified to expect inquiries would have been made as to our meaning before the report was made.

I therefore respectfully but confidently beg that as Her Majesty's Government have considered this matter under a misapprehension as to the facts, that they will be pleased to reconsider the question, and allow this Company to tender for the contract.

This Company is prepared, I venture to repeat, to undertake the whole of the West Indian mail service on the basis of the present contract as to routes and celerity of mails, at a large reduction off the amount now paid; or if it should be the pleasure of Her Majesty's Government to divide the service or increase the number of mails, which the growing importance of the trade may require, this Company is quite prepared to submit a tender upon the basis of any conditions that may be indicated.

In conclusion, I may mention that we feel it a peculiar hardship to contemplate not having an opportunity of competing for the mails, as we have built eight steamers within the last three years, and have done so upon plans that make them suitable for the mail service in full expectation of its being thrown open to competition, and in full confidence of our ability to do it economically and efficiently, and as a guarantee for the latter point would have given the most ample security.

I have, &c.

For the West India and Pacific Steamship Company,

(signed) *Arthur B. Forwood,*
Managing Director.

G. W. Hunt, Esq.,
Secretary to Her Majesty's
Lords Commissioners of the Treasury.

— No. 3. —

The Secretary to the Treasury to the Managing Director of the West India and Pacific Steamship Company.

Sir,

Treasury Chambers, 30 January 1868.

In acknowledging the receipt of your letter of the 10th instant, and of your subsequent letter of the 24th instant, I am commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of the

directors of the West India and Pacific Steamship Company, that under all the circumstances connected with the West India Mail Packet Service, my Lords have not deemed it advisable to serve notice on the Royal Mail Steam Packet Company of their intention to terminate, at the end of the year 1869, the existing contract for the conveyance of mails to and from the West Indies, and consequently it is not their intention at present to call for fresh tenders for this service.

I am, &c.
(signed) *George Ward Hunt.*

The Managing Director of the
West India and Pacific Steam Company,
Liverpool.

— No. 4. —

The Managing Director of the West India and Pacific Steamship Company to
the Secretary to the Treasury.

West India and Pacific Steamship Company, Limited.
Liverpool, 7 February 1868.

Sir,

I HAVE the honour to acknowledge receipt of your letter of the 30th ultimo, stating, for the information of the directors of this Company, that "their Lordships have not deemed it advisable to serve notice on the Royal Mail Steam Packet Company of their intention to terminate, at the end of the year 1869, the existing contract for the conveyance of mails to and from the West Indies, and consequently it is not their intention at present to call for fresh tenders for this service."

I need not say that the directors of this Company received with surprise this intimation, which means, virtually, no change is made in the present contract.

As early as November, nearly two months prior to the period fixed for giving the notice, I asked for information as to the course Her Majesty's Government intended to pursue in reference to the matter, and communicated our desire to be allowed to submit tenders for the service. I stated on behalf of this company that should it be deemed advisable before giving notice, to secure a continuance of the service, that we were prepared at once to tender, and engaged that our offer should be, to convey the mails at a less cost to the revenue than at present paid. In short, my letters expressed our desire to negotiate for the mail service in the form most acceptable to the Post Office, and our anxiety that the contract should be offered to public competition, and not awarded as a favour to any company or individual.

The only reply we obtained was a letter dated the 2nd December, that "Her Majesty's Government has not come to a determination to put an end to the existing contracts with the Royal Mail Steam Packet Company."

It would now appear from your letter under reply, that subsequent to this, Her Majesty's Government decided not to give the notice, and this question must have been considered prior to the 31st December, the last day for giving notice. I am therefore naturally at a loss how to interpret your remarks of the 20th January, "that an extension of the contract had been promised to the present contractors, subject to terms to be arranged," there being so obvious a distinction between the two replies.

The only conclusion that the directors of this Company can arrive at, is their communications and the position of the Company have not been brought in a sufficiently explicit manner before their Lordships, and that a decision has therefore been come to without a full appreciation of all the circumstances. I feel, therefore, that in asking for the earliest time being availed of to invite tenders for the conduct of the West India Mail Service, Her Majesty's Government will not only take into consideration that, in adopting such a course, it would be following out an acknowledged principle of public policy, but also that the advantage accorded to the present contractors has been made under a misapprehension.

I am, &c.
(signed) *Arthur B. Forwood,*
Managing Director.

George Ward Hunt, Esq.,
Secretary to the Treasury, London.

— II. —

CORRESPONDENCE between the Post Office and the West India and Pacific Steam Ship Company.

— No. 1. —

The Managing Director of the West India and Pacific Steam Ship Company
(Limited), to the Postmaster General.

My Lord Duke,

Liverpool, 23 November 1867.

SOME months since your Grace gave notice to the Royal Mail Company of the intention of Her Majesty's Government to terminate the existing contract with that company for the conveyance of Her Majesty's mails to various ports in the Brazils, South America, and to the West Indies, with its various branch services.

The Directors of this Company have been expecting some public announcement of the arrangements Her Majesty's Government proposed to make for the conveyance of the mails, after the expiration of the above-mentioned contract.

It is very desirable that any company or individual shipowners, wishing to submit proposals for the conduct of this mail service, should be afforded not only ample time to consider the conditions and terms Her Majesty's Government may desire to impose upon the contractors, but also that a considerable time should exist between the date of the conclusion of a contract and the period at which it will have to be carried out.

I therefore venture to ask your Grace, on behalf of this Company,—

1st. Whether it is intended to submit to public competition the contract for the conveyance of the mails at present carried by the Royal Mail Steam Packet Company?

2nd. When the conditions of the contract are likely to be made public?

3rd. I would also respectfully ask, that if it is decided not to apply publicly for tenders for the service, if you are prepared to entertain a proposal from this Company?

In order that it may be seen that I do not venture to intrude upon your Grace's attention without being much interested in the questions I have taken the liberty to ask, I would mention that the West India and Pacific Steam Company, which I represent, is more extensively engaged in the trade between Great Britain, the West India Islands, Spanish Main, Colon, and Mexico, than any other company in the kingdom. It was constituted in the year 1863, succeeding amongst others to the steamship business which Mr. Alfred Holt had conducted with the West Indies for seven years prior to that date. It possesses a fleet of 15 steamers, representing a tonnage of 21,281 tons, the largest vessel being 2,498 tons; and, as some criterion of the class of steamers it possesses, I may mention they have frequently been engaged in the conveyance of troops, and that four of them are at present under charter to Her Majesty's Government as transports in the Abyssinian expedition.

The Company despatches three vessels on regular fixed days of each month, one proceeding to Barbadoes, La Guayra, Puerto Cabello, Caracas, and Colon; one to St. Thomas, Santa Martha, Carthagena, and Colon; and one to Hayti, Jamaica, and Mexico. The steamers to Colon sail in connection with the various steamers trading on the Pacific, from British Columbia in the North, to Chili in the South Pacific.

Although receiving at present only the pittance of one penny postage for the conveyance of a letter upwards of 5,000 miles, and having, therefore, only the ordinary mercantile trade to depend upon for a revenue, the steamers have been despatched, with trifling exceptions, as regular as any subsidised mail vessels from this port. In endeavouring to conduct our trade successfully, we have the

very serious disadvantage of having to compete not only with a company subsidised by the French Government, but also with the Royal Mail Company, which obtains a very large annual sum from Her Majesty's Government.

This subsidy is, in fact, a bonus the Royal Mail Company is enabled to offer to traders, to secure the ordinary mercantile traffic for which we both compete, and upon which alone this Company has to depend for existence.

In conclusion, I beg, on behalf of the Board of this Company, to state that it will be prepared to submit proposals at the proper time for the conveyance of mails, &c., to the West Indies, Spanish Main, Colon (for ports on the Pacific), and Mexico, and that they trust the conditions proposed for the renewal of the New York postal contract, viz., that the conveying vessel shall receive a proportion of the postage earned, in lieu of a fixed subsidy, will be the course of Her Majesty's Government may be pleased to adopt in any new contract to the West Indies.

have, &c.

(signed) *Arthur B. Forwood,*

To His Grace the Duke of Montrose,
Her Majesty's Postmaster General.

Managing Director.

— No. 2. —

The Managing Director of the West India and Pacific Steamship Company
(Limited), to the Secretary of the Post Office.

The Temple, Liverpool,
30 November 1867.

Sir,

ON the 23rd instant I took the liberty of addressing a letter to his Grace the Duke of Montrose, Her Majesty's Postmaster General, on the subject of the mail contract for ports in the Brazils, South America, and West Indies. Not having received any acknowledgment I fear it may have miscarried. May I trouble you to say if it was duly received.

I am, &c.

(signed) *Arthur B. Forwood,*

To the Secretary of the Post Office,
London.

Managing Director.

— No. 3. —

From the Assistant Secretary of the Post Office to the Managing Director
of the West India and Pacific Steamship Company.

Sir,

General Post Office, 2 December 1867.

HAVING laid before the Postmaster General your letter of the 23rd ultimo, making certain inquiries with regard to the West India Mail Service, I am directed by his Grace to state that it appears to have been written under a misapprehension, as Her Majesty's Government have not come to a determination to put an end to the existing contracts with the Royal Mail Steam Packet Company, and have, consequently, not made any communication to the Company such as that mentioned.

I am, &c.

(signed) *F. Hill.*

— No. 4. —

The Managing Director of the West India and Pacific Steam Company
to the Assistant Secretary of the Post Office.

Sir,

Liverpool, 3 December 1867.

I HAVE the honour to acknowledge receipt of your communication of the 2nd instant, informing me that I was under a misapprehension, when writing my
letter

letter of the 23rd ultimo, about the West India Mail Service, as Her Majesty's Government have not come to a determination to put an end to the existing contracts with the Royal Mail Steam Packet Company.

Article 29 of the Contract with that Company recites that it shall continue in force for six years from the 1st January 1864, and then determine if the Postmaster General or the Company shall have given 24 calendar months' previous notice in writing. As the notice here called for has to be given on or prior to the 1st proximo, doubtless this subject will receive the early attention of the Postmaster General and Her Majesty's Government, and I therefore venture to respectfully submit some further remarks upon the matter.

As the present contract was made for a fixed time of six years, the contractors doubtless made their terms and conditions, calculated upon the probable termination of their contract at the end of that period, and therefore I think I commit no act of injustice to them in asking that the question of giving the required notice should be considered, and that an opportunity be afforded to the public in general of submitting offers for a continuance of the service.

In order that the Postmaster General may be satisfied that it would be to the interest of the public service to give notice of the termination of the present agreement, and to obtain tenders for a future contract, I beg on behalf of the Directors of this Company to state that they are prepared to submit offers to undertake the service at a much less expense to the country than is at present incurred.

As the Postmaster General may think it desirable before giving notice of his intention to terminate the present contract, to secure the regularity of the mail service being maintained, on the expiry of such notice, I take the liberty to state that this Company is prepared at once to tender for the conveyance of the mails.

Trusting that you will take an early opportunity of submitting this letter to the Postmaster General,

I have, &c.
(signed) *Arthur B. Forwood,*
Managing Director.

F. Hill, Esq., Secretary,
Post Office, London.

— No. 5. —

The Secretary of the Post Office, to the Managing Director of the West India and Pacific Steam Ship Company (Limited.)

Sir,

General Post Office,
4 December, 1867.

I HAVE to acknowledge the receipt of your letter of yesterday's date, and to inform you that it shall be laid before the Postmaster General.

I am, &c.
(signed) *John Tilley.*

Arthur B. Forwood, Esq.,
West India and Pacific Steam Ship Company.

— No. 6. —

The Managing Director of the West India and Pacific Steam Ship Company (Limited) to the Assistant Secretary to the Post Office.

Sir,

Liverpool, 7 December 1867.

ON looking over the correspondence, printed by order of the House of Commons, that passed between the Post Office and various parties upon the subject of the existing West India Mail contract, I observe that prior to concluding that

agreement the Postmaster General received and considered various suggestions from parties intending to offer for the service, as to the routes to be adopted and the time to be occupied on the voyage. As the West India Mail Service is one that can be conducted by so many different arrangements of trunk and branch lines, it has occurred to the Directors of this Company that very probably it might be an assistance to you, in determining the outline of any new contract, to ascertain the views in this matter of those likely to tender for the service. I therefore take the liberty of stating that we shall be happy to submit and discuss, personally or by correspondence, the arrangements upon which we think the mails might be carried to the best advantage.

I must apologise for again addressing you on this subject before affording you time to reply to my letter of the 3rd instant, but time presses; for I observe one of the conditions of the present contract is, that if it is to be terminated at the end of the time for which it was definitely fixed, the notice must be given on the 31st instant, otherwise the contractors obtain a full year's further tenure of the contract. I need not say that we are anxious lest such an event should occur, for we feel most keenly the competition of a rival company engaged in the same trade having the enormous advantage in such a competition of a subsidy equal in amount to more than two-thirds of our present gross earnings.

I have, &c.
(signed) *Arthur B. Forwood*,
Managing Director.

F. Hill, Esq., Secretary,
Post Office, London.

— No. 7. —

The Managing Director of the West India and Pacific Steam Ship Company,
Limited, to the Assistant Secretary of the Post Office.

West India and Pacific Steamship Company, Limited.
Liverpool, 20 December, 1837.

Sir,

I OBSERVE that communications have been passing between the Postmaster General and the Royal Mail Company relative to a change of that company's station from St. Thomas.

Probably there may be some difficulty in coming to an arrangement on account of the necessity of maintaining the mail service with the Windward Islands and Demerara.

As this Company despatch vessels monthly, one to Barbadoes and one to St. Thomas, they might be of service in the conveyance of these mails, and I therefore mention the subject for your information.

I shall be glad to hear that the Postmaster General has considered my communications of the 3rd and 7th instant in reference to the West India Mail Service, and as the time for the notice is so near at hand, 31st instant, I have taken the liberty again to advert to the matter.

I have, &c.
(signed) *Arthur B. Forwood*,
Managing Director.

F. Hill, Esq., Secretary,
Post Office, London.

WEST INDIA MAILS.

COPY of CORRESPONDENCE since October last
between the Treasury, Post Office, and West
India and Pacific Steam Company, relative to
the Conveyance of Mails to the WEST INDIES.

(*Mr. Graves.*)

Ordered, by The House of Commons, to be Printed,
1 July 1868.

375.

Under 1 oz.

WEST INDIA AND BRAZIL MAILS.

RETURN to an Order of the Honourable The House of Commons,
dated 29 June 1868 ;—for,

COPIES “of a CONTRACT, dated the 26th day of June 1868, entered into between the Postmaster General and the Royal Mail Steam Packet Company, extending their CONTRACTS for the Conveyance of the WEST INDIA and BRAZIL MAILS for a further Period:”

“And, of CORRESPONDENCE relating thereto.”

Treasury Chambers, }
29 June 1868. }

G. SCLATER-BOOTH.

(*Mr. Sclater-Booth.*)

Ordered, by The House of Commons, to be Printed,
29 June 1868.

— I. —

COPY of CONTRACT, dated 26th June 1868, entered into between the Postmaster General and the Royal Mail Steam Packet Company, extending their CONTRACTS for the Conveyance of the WEST INDIA and BRAZIL MAILS for a further Period; with the TREASURY MINUTE thereon.

— No. 1. —

COPY OF CONTRACT.

WEST INDIA AND BRAZIL MAILS.

ARTICLES of AGREEMENT made this 26th day of June in the year 1868 between the Most Noble James Duke of Montrose Her Majesty's Postmaster General of the one part and the Royal Mail Steam Packet Company (hereinafter called the Company) of the other part :—

WHEREAS by Articles of Agreement under Seal dated the 13th day of July 1863 a Contract was entered into between the Postmaster General and the Company (hereinafter referred to as the Brazil Contract) for the conveyance by the Company of Her Majesty's Mails between Southampton and Rio de Janeiro and Buenos Ayres and for the performance of other services upon the terms therein mentioned and it was by the articles now in recital provided that the said Contract should commence on the 1st day of January 1864 and should continue in force for seven years and then determine if the Postmaster General should by writing under his hand or under the hand of the Secretary or one of the Assistant Secretaries of the Post Office for the time being have given to the Company or if the Company should have given to the Postmaster General 24 calendar months' previous notice in writing that such Contract should so determine but if neither party should give any such notice that such Contract should continue in force even after the said term of seven years until the expiration of a 24 calendar months' notice in writing as aforesaid given at any time by either of the parties thereto to the other of them : And whereas by articles of agreement under seal dated the 22nd day of July 1863 a Contract was entered into between the said Postmaster General and the Company (hereinafter referred to as the West India Contract) for the conveyance by the Company of Her Majesty's Mails between Southampton and the Island of St. Thomas and divers other places in the West Indies and for the performance of other services upon the terms therein mentioned and it was by the articles now in recital provided that the said Contract should commence on the 1st day of January 1864 and should continue in force for six years and then determine if the Postmaster General should by writing under his hand or under the hand of the Secretary or one of the Assistant Secretaries of the Post Office for the time being have given to the Company or if the Company should have given to the Postmaster General 24 calendar months' previous notice in writing that such Contract should so determine but if neither the Postmaster General nor the Company should have given any such notice that such Contract should continue in force even after the said term of six years until the expiration of a 24 calendar months' notice in writing as aforesaid given at any time after the expiration of the first five years from the 31st day of December 1863 by either of the parties thereto to the other of them : And whereas the principal and central packet station and establishment of the Company in the West Indies in connection with the last-mentioned Contract is at present at the Island and Port of St. Thomas and it is apprehended that by reason of the unhealthiness of the said island or of the port thereof it may become desirable to remove the said central

station and establishment to some other island and port : And whereas it has been agreed between the parties hereto that the said Contracts shall be modified in manner hereinafter appearing : Now these presents witness : And it is hereby agreed and declared between and by the parties hereto as follows (that is to say) :—

1. With respect to each of the hereinbefore-mentioned Contracts it is hereby agreed and declared that the same shall continue in force until the 31st day of December 1874 inclusive and shall then determine if the Postmaster General shall by writing under his hands or under the hand of the secretary or one of the assistant secretaries for the time being of the Post Office have given to the Company or if the Company shall have given to the Postmaster General 24 calendar months' notice in writing that such Contract shall so determine but if neither party shall have given any such notice such Contract shall continue in force after the 31st day of December 1874 until the expiration of a 24 calendar months' notice in writing as aforesaid given at any time by either of the parties hereto to the other of them.

2. If in any year during the continuance of the hereinbefore-mentioned Contracts or either of them the entire fund arising from the subsidies or subsidy payable thereunder to the Company and from traffic receipts earned by the Company in connection directly or indirectly with voyages made or ships' depôts or establishments used in the performance of such Contracts or Contract and from interest on any reserved fund which shall accrue after the date of these presents and from any balance that may have been left available for future dividends after the last declaration of a dividend shall after deducting working expenses incurred during such year including the usual allowance for depreciation and repairs and renewal exceed the sum necessary for the payment of a dividend of 8 per cent. on the capital employed by the Company in the performance of the said Contracts or Contract then and in every such case the Company shall pay to the Postmaster General a sum equal to one-half of such excess.

3. For the purposes of the last preceding clause the capital employed by the Company in the performance of the hereinbefore mentioned Contracts shall be taken to be the sum of 900,000 £.

4. The Company shall be at liberty to include in their working expenses any sum not exceeding the yearly sum of 45,000 £. (whether the sum shall be actually paid or merely set apart as an insurance fund) in respect of the insurance of ships employed under the hereinbefore mentioned Contracts and the Postmaster General shall not be entitled in any case to participate in any profits accruing from any insurance fund set apart in conformity with the provisions of this clause.

5. During the continuance of the said Contracts or either of them the Company shall keep their accounts and books of account and statements of capital revenue and expenditure in the manner in which the said books accounts and statements are kept at the date of these presents.

6. The Postmaster General and his officers and agents shall at all reasonable times have access to the books of account and accounts of the Company in the same manner and to the same extent as if he and they were directors of the Company and if at any time any question shall arise between the Postmaster General or his officers and agents and the Company as to the amount (if any) to be paid to the Postmaster General under the preceding clauses of this contract such question shall be referred to arbitration in manner provided by the 27th clause of the West India Contract.

7. On or as soon as conveniently may be after the 1st day of April in every year during the continuance of the said contracts or either of them an account shall be made out of the amount (if any) payable to the Postmaster General under this Contract and such amount (if any) shall be deducted from the next quarterly payment due to the Company.

8. The Company shall upon the requisition of the Postmaster General at any time during the continuance of the West India Contract remove their principal
and

and central packet station and establishment from the island and port of St. Thomas aforesaid to such other island and port as the Postmaster General shall direct and shall effect and complete such removal within a reasonable time after the Postmaster General shall have given them notice in writing requiring them so to do, and any such notice may be under the hand either of the Postmaster General or of the secretary or one of the assistant secretaries of the time being of the Post Office.

9. In the event of such removal it shall be lawful for the Postmaster General to make such reasonable modifications of the services agreed to be performed by the West India Contract as he shall consider necessary or expedient by such removal and the Company shall not be entitled to any increased subsidy or remuneration in respect of any such modification. Provided always that the Postmaster General shall by notice signed as aforesaid give at least three calendar months' notice to the Company of any such intended modification as aforesaid. Provided also that if the Company and the Postmaster General shall differ as to the reasonableness of any such proposed modification such difference shall be settled by arbitration in manner provided by the 27th clause of the said Contract.

10. If any such removal shall take place during the continuance of the said Contract and if by reason thereof the said Company shall incur any additional outlay of capital the Postmaster General shall after such removal shall have taken place grant to the Company such further extension of the term of the the said Contract as shall afford them a fair compensation for such outlay and in case of difference the term of such extended Contract shall be settled by arbitration in the manner provided by the 27th clause of the said Contract.

In witness whereof the said Postmaster General hath hereunto set his hand and seal and the said Royal Mail Steam Packet Company have caused their common seal to be hereunto affixed the day and year first above written.

Signed sealed and delivered by the within-named James Duke of Montrose Her Majesty's Postmaster General in the presence of

J. L. Du Plat Taylor,
Private Secretary,
General Post Office.

MONTROSE.

Postmaster
General's
Seal.

The common seal of the within-named Royal Mail Steam Packet Company was hereunto affixed in the presence of

J. M. Lloyd, Secretary,
Z. Brooke, Solicitor's Department,
General Post Office,
London.

Company's
Seal.

— No. 2. —

COPY OF TREASURY MINUTE, dated 29th June 1868.

LET a copy of the above Contract and of the correspondence relating thereto, which sufficiently sets forth the grounds upon which their Lordships have authorised the Contract, be laid upon the Table of the House of Commons.

Inform Postmaster General of the date when the Contract, &c. is laid upon the Table of the House of Commons.

— II. —

COPY of CORRESPONDENCE relative to the Extending of the CONTRACTS of the ROYAL MAIL STEAM PACKET COMPANY for the Conveyance of the WEST INDIA and BRAZIL MAILS, for a further Period.

— No. 1. —

The Secretary to the Royal Mail Steam Packet Company to the Secretary to the Treasury.

Royal Mail Steam Packet Company,
55, Moorgate-street, London, E.C.
20 November 1867.

Sir,

HER Majesty's Government have, without doubt, become aware of the serious disaster and consequent heavy loss which has befallen this Company through the results of the recent hurricane at and near St. Thomas.

Full particulars of this event have not yet reached the Directors of this Company, but they know that four ships, which originally cost 181,926 *l.*, have been wrecked, and that two others have been dismasted, and a large amount of stores, buildings, and other property in the harbour and on shore destroyed.

To replace properly these vessels and property, an expenditure of not much less than 250,000 *l.* will be requisite.

The Court of Directors have had under their most anxious consideration the course which, under these circumstances, they ought, both in the interest of the public service and of their proprietary, to take; and it will be manifest to Her Majesty's Government that, with Contracts only having two (and, to a smaller extent, three) years to run, it would be unwise in the Court to incur a large capital expenditure, especially in the way of construction of new ships. Such new vessels could not be placed on the station for at least a year to come, and thus might only be employed for a little more than 12 months.

The only course, therefore, available for the Directors, in view of the termination of the present Contract, would be the expensive and unsatisfactory one of chartering vessels for the service.

Under these circumstances, and feeling that the severe blow which has fallen on a Company distinguished for the punctuality of its service, and its readiness to meet the wishes of Her Majesty's Government at all times, will give it a valid claim for consideration, the Court of Directors have resolved to ask Her Majesty's Government to grant the Company a five year's extension of its present Contract, *i.e.*, to the end of 1872 certain, and thenceforward to be at two years' notice. For a portion of the service this would be only four years' extension, but the Directors conceive that it would be more convenient to the Government and to the Company that the contracts for the whole service should become terminable simultaneously.

I am desired to add that the Court of Directors have felt some hesitation in making this proposal in view of the present state of the Company's income. Although, during the American War, and before the competition of the highly subsidized French Company, this Company earned sufficient to yield a satisfactory dividend for its shareholders, the case has been very different during the last two years. In 1866, the aggregate profit after writing off the customary percentages for depreciation and insurance, was only 79,689 *l.* 7 *s.* 3 *d.*, and the dividend was, with the cognizance of the shareholders, increased by bringing to its aid part of a fund created to provide against loss on the sale of old ships. In the first half of the current year the profits were only 1,244 *l.* 5 *s.* 5 *d.*, and a similar operation was effected in aid of dividend, a reduction also being made in the amount written off for depreciation. The income of the subsequent quarter, *viz.*, May to September last, shows a still further reduction of receipts. But the directors trust that such a general improvement in commercial affairs will succeed to the present to depression, as will,

will, if a five years' extension be secured to the Company, afford to the proprietary the prospect of a moderate rate of profit.

In order that their statement of the present position of the Company may be verified, the Directors will be most happy to submit the books to the Government on the understanding that the investigation is made in view of an extension of the Contracts.

I have, &c.
(signed) *J. M. Lloyd,*
Secretary.

G. W. Hunt, Esq., M.P., Secretary,
Her Majesty's Treasury,
Whitehall.

— No. 2. —

COPY of TREASURY MINUTE, dated 21st November 1867.

WRITE to Secretary of the Royal Mail Steam Packet Company that, under the circumstances mentioned in his letter, and which they had already become acquainted with, my Lords are disposed to entertain the proposition of the directors. They are, however, of opinion that it may be a question whether an extension of the term of contract should not be accompanied with a reduction of the sub-idy, and in this view they have instructed the Postmaster General to cause an examination of the Company's books, to be immediately undertaken in accordance with the concluding paragraph of Her Majesty's letter.

My Lords reserve for further consideration whether any other conditions should be imposed upon the Company when the contract is renewed.

Write to the Postmaster General, inclosing copy of the letter from the Royal Mail Steam Packet Company, and state, that under the circumstances of the fearful disaster referred to in the letter of the Royal Mail Steam Packet Company, my Lords think they would be justified in entertaining the proposition of the directors. Request that his Grace will give instructions for the examination of the books of the Company to enable their Lordships to judge whether a reduction of the subsidy should be a condition of an extension of the terms, upon learning the result of such examination their Lordships will consult his Grace as to what arrangement should be proposed to the Company.

— No. 3. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 26 December 1867.

IN accordance with the desire expressed by your Lordships in your letter of the 21st ultimo, I have caused an examination to be made of the books of the Royal Mail Steam Packet Company with a view of enabling your Lordships to judge whether, if the request of the Company for a five years' extension of their present contracts for the conveyance of the West India and Brazil mails be acceded to, a reduction of the subsidies should be made a condition of such extension of term.

I intrusted this duty to Mr. Scudamore, than whom no one, in my opinion, could perform it more ably, and, in transmitting to your Lordships the report which he has made, after completing his inquiries, I feel assured that you will acquiesce in that opinion.

Mr. Scudamore seems, so far as was referred to him, to have exhausted the subject.

The Lords Commissioners of the
Treasury.

I have, &c.
(signed) *Montrose.*

Enclosure in No. 3.

I HAVE examined the accounts of the Royal Mail Steam Packet Company, and beg to submit the following observations:

1. The circumstances and position of the Company resemble in many striking particulars those of the Peninsular and Oriental Company, and afford a strong confirmation of the opinion which I expressed in my report on the affairs of that Company.

In the first place the ratio of each principal item of expenditure to the total expenditure is, in the case of both Companies, so nearly the same as to warrant the belief that both are conducted upon sound and well-recognised principles, and that the reverses which both have sustained are due to external causes only.

2. In the second place, the external causes of misfortune have been the same in both cases.

Both Companies have suffered somewhat from the general stagnation of trade, but much more from the competition of the highly subsidised French Companies. In both cases an important item of revenue, that which arises from the conveyance of specie, has been greatly reduced, partly, by the competition of the French companies, and partly by a sudden diversion of the current of specie from its former channels.

In each case, the falling off in the receipts from passengers has been accompanied by a rise in the price of provisions, and, consequently, by an increase in the cost of victualling passengers; and in each case (though to a less degree in the case of the Royal Mail Company, than in that of the Peninsular and Oriental Company) there has been a rise in the cost of coal.

3. With both Companies a subsidy is absolutely necessary to the maintenance of the service required from them.

In my report upon the accounts of the Peninsular and Oriental Company; I showed that the revenue, exclusive of subsidy, which the Company expected to earn in the performance of the services required from them would cover only 85 per cent. of the expenditure proper to those services.

The actual revenue, exclusive of subsidy, of the Royal Mail Company in the year 1864, the period of their greatest prosperity, amounted to 90 per cent. of their expenditure but in the following year it fell to 85 per cent., and in the next to 79 per cent. whilst in the present year it will be barely 70 per cent. of their expenditure.

It is clear then, that in the case of the Royal Mail Company, as in that of the Peninsular and Oriental Company, the ordinary revenue of the Company has in no case sufficed to meet, and is now very much below the expenses of the services which they have to perform.

4. Having offered these general observations upon the points of resemblance in the circumstances of the two Companies, I come now to examine more closely the condition of the Royal Mail Company.

The Company were incorporated in the year 1839 and have held contracts for the conveyance of the West Indian Mails since 1841, and for the conveyance of the Brazilian and Plate Mails since 1850, that is for periods of 27 and 18 years respectively.

They had, prior to the hurricane of October last, a fleet of 19 ships, the average tonnage and power of which was somewhat greater than the average tonnage and power of the vessels belonging to the Peninsular and Oriental Company. Of these 19 ships, four viz., the "Rhône," "Danube," "Douro," and "Arno," which cost in all about 300,000 *l.* had been brought into service since the 1st January 1865.

5. The dividends paid by the Company were for many years moderate.

In the years 1858-59, 1860 and 1861, their dividend was at the rate of 6 *l.* 13 *s.* 4 *d.* per cent., and was derived solely from ordinary profits and interest on investments.

In 1862 they were enabled to pay 6 *l.* 13 *s.* 4 *d.* out of ordinary profits and interest, and 5 *l.* per cent. out of their insurance account, but in 1863 they paid in addition to 5 *l.* per cent. from their insurance account a dividend of 15 *l.* per cent. from their ordinary profits and investments.

In this year they could have borne an abatement of 60,000 *l.* from their postal subsidies and yet have paid (irrespective of their insurance fund) a dividend of more than 8 *l.* per cent.

In the year 1864, they did suffer an abatement of 60,000 *l.* from their postal subsidies, but their earnings from trade were so large in this year that notwithstanding the change of Contract they paid a dividend of a little more than 19 per cent. out of ordinary profits and interest, together with a further dividend of 5 *l.* per cent. from their insurance fund.

In this year, then, they could have borne a further abatement of 100,000 *l.* from the postal subsidies, and yet have paid 8 *l.* per cent., irrespective of their insurance fund.

In the following year, 1865, the competition of the French Company, and the diversion of the Californian specie from the royal mail steamers to its former course of transmission told seriously upon their earnings, but even then their dividend from ordinary profits and interest was rather more than 14 *l.* per cent., in addition to which they paid 7 *l.* 10 *s.* per cent. from their insurance fund.

In this year, then, they could have borne an abatement of 55,000 *l.* from their postal subsidies,

subsidies, and yet have paid, irrespectively of their insurance fund, a dividend of 8 *l.* per cent.

In the next year a still further falling off in their trade occurred, and their ordinary profits and interest produced a dividend of only 9 *l.* per cent. This dividend they supplemented by taking as much as would produce 1 *l.* 13 *s.* 4 *d.* per cent. from the general reserve fund, and 5 *l.* 16 *s.* 8 *d.* per cent. from their insurance account.

Supposing the shares of the Company to have been at par in 1861, purchasers at that time must at the close of the year 1866 have got back the whole of their capital, and 5 *l.* per cent. interest upon it.

6. If this state of things could have continued, it is clear that the Government would have had a right to look for a reduction of the postal subsidies, and it is probable, I think, that the Company would have agreed to reduce their terms.

But the following comparative statement of their revenue and expenditure for the present year, and the year 1864, will show that this period of unexampled prosperity came to an abrupt close at the end of the year 1866.

ITEMS.	1864.	1867.	Decrease of Revenue.	Increase of Expenditure.
	£.	£.	£.	£.
Subsidy - - - -	217,160	208,926	8,234	
Passenger Freight - -	341,752	290,506	51,246	
Goods Freight - - -	139,962	118,382	21,580	
Specie Freight - - -	133,481	72,500	60,981	
EXPENDITURE - - £.	678,665	688,923	142,041 - -	10,258

Thus in the present year the profits of the Company are less than they were in 1864 by the sum of 152,000 *l.*, a sum nearly sufficient to produce 17 *l.* per cent. of dividend.

By the help of a small balance brought forward from last year, by a further draft on their reserve fund, and with the interest on their investments, the Company will have for this year a dividend out of the ordinary profits of 2 *l.* 13 *s.* 4 *d.*, and out of the insurance fund of 3 *l.* 13 *s.* 4 *d.* per cent., making a total dividend this year of 6 *l.* 6 *s.* 8 *d.*, as compared with a total dividend in 1864 of 24 *l.* 3 *s.* 4 *d.* per cent.

Of the dividend paid in this year only a small fraction, less than 5 *s.* per cent., has been earned in the year, whilst of the dividend paid in 1864, at least 17 *l.* per cent. was earned within that year.

7. As the directors have asked for an extension of their contracts, it must be presumed that they have reasonable grounds for expecting such a revival of trade as will enable them once more to earn a dividend; but it is at the same time clear, I think, that they would not agree, and would not be justified in agreeing, to any immediate reduction of the subsidies being made, a condition of the desired extension.

In the present year they have but just made both ends meet, and if their subsidies be reduced, their income will not at present cover their expenditure. Whilst, however, I am of opinion that their affairs will not admit of any immediate reduction in the amount of their subsidies, I think that if their contracts were extended, they might fairly be required, in the event of their profits, during the extended term of Contract, being raised, by revival of trade or other causes, above a stipulated amount, to share the excess with the Government.

To the further consideration of this point I will presently return.

II. 1. When the Lords of the Treasury, on the 24th April 1863, authorised the Post Office to accept the tender of the Royal Mail Company for the present mail services between this country and the West Indies, they appear to have been moved thereto by the consideration that the said services "would have the advantage of retaining to the country at home, to its West Indian Colonies, and to the British residents in South and Central America, the whole of the existing communications, except the branch between Jamaica and Honduras, and that without any diminution of speed, while at the same time a material saving would be effected in the existing cost."

2. It is abundantly clear now, on a review of the whole circumstances of the Company, that this saving of 60,000 *l.* per annum could not have been effected, the rapidity, frequency, and efficiency of the communication being at the same time maintained, if the American war had not thrown into the hands of the Company a new and very lucrative trade.

I have already shown that in the years 1858, 1859, 1860, and 1861, the dividend of the

Company was at the rate of 6 *l.* 13 *s.* 4 *d.* per cent. For the payment of such a dividend a sum of 60,000 *l.* is required, and consequently if the reduction of the subsidy by that amount had taken place at the end of 1857 instead of at the end of 1863, the Company could have paid no dividend at all in 1858, 1859, 1860, and 1861. Had this been so, they would have had no rivals when the services were put up to competition in 1862 and 1863, for no one would have been willing to risk capital in an undertaking which, even in skilled and practised hands, had been unremunerative for four years, and consequently the fresh Contract with the Royal Mail Company, if made at all, must in such case have been made on higher instead of on lower terms.

As it was, however, the terms of the old Contract with them had been such as to enable them to pay a moderate dividend, and therefore had been such as, to some extent, to tempt rivalry and competition.

In view of this, but especially in view of the new trade which the American war had thrown into their hands, they were willing to submit to an abatement of 60,000 *l.*, which was equivalent to a dividend of 6 *l.* 13 *s.* 4 *d.* per cent.

They said, in effect, we will forego the receipt of a six per cent. dividend from the Post Office, because we think we can obtain an equivalent from our trade, and what they now ask is to be allowed an extension of their contracts on the terms which would have left them without a dividend in 1858, 1859, 1860, and 1861, and which have not enabled them to do more than balance their expenditure with their income in the present year.

3. In considering this application, which is preferred after a connection with the Government of 27 years' duration, the first question appears to be whether the services which the Company perform are still as advantageous to the country as they were in 1863, or, in other words, whether it is considered necessary that the communication between this country and the West Indies, the Spanish Main, Central and South America, the Brazils, and the River Plate should be as frequent, as rapid, and as secure as heretofore.

With a view to facilitate the solution of this question, I submit the following comparative statement of the trade between this country and those with which the Royal Mail Company maintain a communication, in the years 1862 and 1867.

AN ACCOUNT of IMPORTS and EXPORTS between the *United Kingdom* and the Countries with which communication is maintained by the Royal Mail Steam Packet Company in the Years 1862 and 1867.

COUNTRIES.	Imports into United Kingdom.		Exports from United Kingdom.	
	1862.	1867.*	1862.	1867.†
	£.	£.		£.
British and Foreign West Indies.	10,664,585	12,327,957	6,301,365	5,681,012
Mexico and Central America	2,027,572	2,444,765	2,046,266	3,468,881
South America - - -	5,257,526	7,767,865	1,816,709	4,275,396
The Brazils and River Plate -	6,539,586	8,680,218	5,197,302	9,849,402
£.	24,489,269	31,220,805	15,361,642	21,274,691

* Total of imports and exports in 1862 - - - - £. 39,850,911

Total of imports and exports in 1867 - - - - 52,495,496

† Estimated from Returns for three-quarters of 1867.

4. If it should be thought that the communication should not be less frequent, rapid, and secure hereafter than it has been, it will then have to be considered whether it can be maintained as well as it now is, but at lower cost, in any other way than by the vessels of the Royal Mail Company. At a first glance it may be thought that in entering on the consideration of this point, I am travelling out of the ground allotted to me, but it will be obvious, on reflection, that what I have written regarding the financial condition of the Royal Mail Company has on this part of the whole question a bearing so important, that my statement of facts would be imperfect if it ended here.

5. I assume that in whatever way it is thought right to maintain communication with the West Indies, &c., the service will be direct, and not as it was at one time proposed to be, by way of New York.

I am

I am led to assume the abandonment of the proposition for a service *via* New York by a perusal of the memorials which the department received in 1862 and 1863 against the adoption of that route from the representatives of the entire mercantile community of the kingdom.

The memorials against the New York route were signed by upwards of 80 firms in London (amongst which were the firms of Baring, Rothschild, Huth, Crawford, Goschen, Blyth, Gibbs, and Rueker), by 11 firms in Liverpool, by 33 firms in Bristol, by the West Indian Committee of London, the West Indian Associations of Liverpool and Glasgow, and the Chamber of Commerce of Glasgow.

The proposition appears also to have caused much dissatisfaction in the Colonies.

The memorialists in all cases took the same ground, and urged that the route would be longer and less secure, and that the transmission of the mails *via* a foreign port, when they could be sent direct, was objectionable in principle.

As it is probable that these representations, which could scarcely be disregarded, would be renewed if the proposal for the New York route were renewed, I assume that the future communication with the West Indies, &c., will be by a direct service.

The nature of the communication maintained by the Royal Mail Company is shown in the following statement of routes :—

ROUTE (A.) OUTWARDS.

From Southampton to St. Thomas, 3,622 miles in 14 days 9 hours, twice a month.

(B.) From St. Thomas twice a month.				(C.) From St. Thomas once a month.				(D.) From St. Thomas twice a month.			
To	Miles.	Time.	Total Time.	To	Miles.	Time.	Total Time.	To	Miles.	Time.	Total Time.
Jacmel (Hayti) - -	470	D. H. 1 19	D. H. 17 7	Porto Rico - -	70	D. H. 0 8	D. H. 15 14	St. Kitts - -	150	D. H. 0 17	D. H. 15 14
Jamaica - - -	255	0 23	18 14	Havana - -	968	4 1	19 17	Antigua - - -	70	0 8	16 0
Colon - - -	550	2 3	21 1	Vera Cruz - -	840	3 17	24 14	Guadaloupe - -	68	0 8	16 11
	1,275			Tampico - - -	205	0 23	25 17	Dominica - -	53	0 6	16 18
					2,083			Martinique - -	49	0 5	17 0
								St. Lucia - -	45	0 5	17 6
								Barbadoes - -	108	0 12	18 2
								Demerara - -	392	1 20	20 2
									935		
(B ¹) From Colon once a month.								(D ¹) From St. Lucia twice a month.			
Carthagena - -	275	1 18	25 14					St. Vincent - -	60	0 7	17 21
Santa Martha - -	140	0 22	26 19					Grenada - -	84	0 9	18 8
	415							Trinidad - -	94	0 10	19 3
								Tobago - - -	80	0 15	20 13
									318		
(B ²) From Colon once a month.											
Grey Town - -	248	1 6	24 20								

ROUTE (E.)

Brazil and River Plate once a month, from Southampton.

	Miles.	Time.	Total Time.
		D. H.	D. H.
Lisbon - - - - -	866	3 19	3 19
St. Vincent (Cape Verde) - - - - -	1,560	6 20	11 10
Pernambuco - - - - -	1,600	7 0	19 22
Bahia - - - - -	410	1 19	22 9
Rio de Janeiro, and thence to - - - - -	720	3 4	26 6
Monte Video, and - - - - -	1,040	5 10	34 8
Buenos Ayres - - - - -	180	0 16	36 4
	6,326		

It is not necessary that I should describe the homeward routes, which differ but slightly from the outward routes.

It is enough to say that the entire system of communication embraces an annual run of 530,000 miles, and that the speed with which the voyages are performed, ranges from $9\frac{1}{2}$ to $10\frac{1}{2}$ knots per hour.

7. The following statements will show that the service, described in the foregoing tables of routes, has its remunerative and unremunerative sections, and that even in 1864, the period at which the Company attained the greatest pitch of prosperity, the services on the Demerara and Tobago routes were carried on at a heavy loss.

A STATEMENT apportioning the Revenue and Expenditure of the Royal Mail Steam Packet Company in the Years 1864 and 1867 to the Routes traversed by the Steamers of that Company.

Brazil and River Plate Routes marked (E.) in foregoing Table.

REVENUE.	1864.	1867.
	£.	£.
Subsidy - - - - -	33,500	33,500
Traffic - - - - -	198,727	193,800
TOTAL Earnings - - - £.	232,227	227,300
Cost, reckoned on the assumption that it bears the same proportion to the whole cost as the mileage of the service bears to the total mileage of all the services - - -	194,636	197,582
Profit - - - £.	37,591	29,718

Colon and Mexican Routes marked (B.), (B¹.), (B².), and (C.), in foregoing Plan.

EARNINGS.	1864.	1867.
	£.	£.
One moiety of the subsidy proper to the service between Southampton and St. Thomas - - - - -	42,271	40,375
Subsidy proper to the service between St. Thomas and Colon, &c., routes (B.), (B ¹ .), and (B ² .) - - - - -	60,248	57,547
Subsidy proper to the service between St. Thomas and Tampico - - - - -	24,293	23,204
Traffic - - - - -	360,873	234,388
TOTAL Earnings - - - £.	487,685	355,514
One moiety of cost, reckoning the cost by the mileage, of the service between Southampton and St. Thomas - -	111,403	113,089
Cost, reckoning by mileage, of service between St. Thomas and Colon, &c. - - - - -	158,782	161,184
Ditto of service between St. Thomas and Tampico - -	64,025	64,993
TOTAL Cost - - - £.	334,210	339,266
Profit - - - £.	153,475	16,248

Demerara and Tobago Routes marked D and D¹ in foregoing Plan.

EARNINGS.	1864.	1867.
	£.	£.
One moiety of subsidy proper to service between St. Thomas and Southampton - - - - - }	42,272	40,376
Subsidy proper to the routes between St. Thomas and Demerara, and St. Lucia and Tobago - - - - - }	14,576	13,924
Traffic - - - - -	55,595	53,200
TOTAL Earnings - - - £.	112,443	107,500
One moiety of cost, reckoning the cost by the mileage, of the service between Southampton and St. Thomas - }	111,404	113,089
Cost of services between St. Thomas and Demerara, and St. Lucia and Tobago - - - - - }	38,415	38,996
TOTAL Cost - - - £.	149,819	152,085
Loss - - - £.	37,376	44,585

SUMMARY.

PROFIT.	1864.	1867.
	£.	£.
Brazil and River Plate routes - - - - -	37,591	29,718
Colon and Mexican routes - - - - -	153,475	16,248
TOTAL - - - £.	191,066	45,966
Deduct Loss on Demerara and Tobago routes - - -	37,376	44,585
Net Profit - - - £.	153,690	1,381

8. It is obvious that a service of this kind (assuming always that it is to be maintained with its present frequency and efficiency) must be treated by the department as a whole.

To put it up to competition in sections and not as a whole would be to ensure a competition for the remunerative and no competition for the unremunerative sections, and would probably result in an increase rather than in a reduction of cost.

9. I am strengthened in this view by a re-perusal of the printed correspondence between this department and the parties tendering for the services when they were last put up to competition.

Practically, the department had but two tenders on that occasion, for though much correspondence passed between it and a company calling themselves "The Maritime Steam Navigation Company," and offering to convey ocean mails generally on several routes, yet, as this company was found to consist of but seven persons, who had subscribed between them a paid-up capital of 35*L.*, and could give no guarantee that they would ever be able to fulfil their undertakings, their offer was not considered to have any practical value. I should not have alluded to it but that, as the printed correspondence with the company is not accompanied by the statement of their real position and prospects, their offer appears in the printed papers to have an importance which never belonged to it.

10. The *bonâ fide* offers which the department received were from the Royal Mail Company (whose offer was ultimately accepted) and from Mr. Alfred Holt, a merchant of Liverpool, who was engaged in West Indian trade.

The shape into which this gentleman's offers finally resolved themselves, after much correspondence, was that he would establish a communication as frequent, but not as rapid, as that which the Royal Mail Company maintain with the places specified in the routes marked B, B¹, B², C, and D; in the foregoing table, and that he would establish it for the sum of 161,000*l.* per annum, but that he could make no provision for serving the places specified in the route marked D¹.

The services in the route marked (E) were not then under consideration.

It is obvious from the terms of his tenders for the different sections of the total service, that he regarded the Colon and Mexican routes as being remunerative, and the Demerara and Tobago routes as being unremunerative; and my analysis of the accounts of the Royal Mail Company shows that this view was correct. The natural result was that though some portions of his offer contrasted favourably, so far as price was concerned, with portions of the offer made by the Royal Mail Company, the offer of that Company was, when taken as a whole, cheaper, more comprehensive, and generally more suitable to the wants of the department than his offer, and the offer of the Company was accordingly accepted.

11. Since that time, the business which Mr. Holt carried on with the West Indies and Spanish Main has passed into the hands of the West India and Pacific Steam Ship Company, who, in the expectation that the department is about to terminate its Contracts with the Royal Mail Company, ask that the services may be put up to open competition, express a hope that the condition proposed for the renewal of the New York Postal Contract, viz.:—"That the conveying vessel shall receive a proportion of the postage earned in lieu of the fixed subsidy, will be adopted in any new Contract to the West Indies;" and finally state that they are prepared "at once to tender" and "to submit offers to undertake the service at a much less expense to the country than is at present incurred."

12. At the first glance it would seem that in the face of such statements as these from a Company of recognised position, the department can do no less in the interest of the public service than put the services up to competition and take its chance of obtaining more favourable terms than those of the existing Contracts.

On reflection, however, I am compelled to conclude (assuming always that the frequency and efficiency of the existing communication are to be maintained) that such a course would be hazardous and impolitic.

13. In forming this conclusion, I have not allowed myself to be influenced by the fact that the West Indian and Pacific Steam Ship Company have been somewhat unfortunate, and that their want of success is marked by a considerable depreciation in the value of their shares.

They have undoubtedly had heavy losses, but they have still a considerable amount of subscribed, but unpaid capital, which they can call up, and they would probably be able to show that in the event of their obtaining Contracts, they would be able to obtain the means of carrying them out. Under all the circumstances, however, I think that they should give this satisfaction to the department *before it takes*, if it determines to take, any steps for disturbing the existing arrangements with the Royal Mail Company; I do not myself think, however, that any such steps should be taken, and I come to this conclusion on the following grounds.

14. It is no disparagement to the West India and Pacific Company to say that their vessels are not so efficient and powerful as the vessels of the Royal Mail Company.

The vessels of the Royal Mail Company have been built for the mail service, those of the West India and Pacific Company for ordinary trade.

In ordinary trade, the Royal Mail Company must compete with their rivals at a disadvantage, for their vessels are more costly in working, as well as in construction, than ordinary trade would warrant, but the circumstances which make them least fit for trade make them most fit for the conveyance of mails.

15. The fleet required by the Royal Mail Company for the maintenance of the existing service is also larger than that which the West India and Pacific Company possess; but of course by the requisite outlay of capital the fleet of the latter Company could be made as large and as powerful as that of the former.

16. The vessels of the West India and Pacific Steam Ship Company at present run once a month to St. Thomas, Santa Martha, Carthagená, and Colon; once a month to Hayti, Jamaica, Tampico, and Vera Cruz, and once a month to Barbadoes, La Guayra, Puerto Cabello, Curaçoe, Maracaibo, and Colon.

Thus they are working entirely on the remunerative routes.

17. In one letter to the department they complain that they have "the very serious disadvantage of having to compete not only with a Company subsidised by the French Government, but also with the Royal Mail Company, which obtains a very large annual sum from Her Majesty's Government;" and they add, "that the subsidy to the Royal Mail

Mail Company is in fact a bonus which that Company is enabled to offer to traders to secure the ordinary mercantile traffic."

18. This mode of stating the case is clearly not fair either to the Government or to the Royal Mail Company.

The West India and Pacific Company are free from, whilst the Royal Mail Company are bound by the restrictions of the postal service, restrictions which always tend to increased cost, and often tend to cut off revenue.

The West India Company are working on remunerative routes only; the Royal Mail Company are working on remunerative and unremunerative routes alike, and with equal efficiency on both.

It is as a compensation for these disadvantages that a subsidy is paid to the Royal Mail Company, and my analysis of their accounts shows that in ordinary years the compensation is not too great; and it is certain that if the West India Company were to tender for the services now performed by the Royal Mail Company, they would have to take these disadvantages into consideration (supposing always that it is thought desirable to maintain the frequency and efficiency of these services), and would have to fix their price accordingly.

Mr. Holt, the predecessor of the West India and Pacific Steam Company, did, doubtless, take these disadvantages into consideration when he tendered in 1863, and the result was that his offer was not on the whole as advantageous as that of the Royal Mail Company.

19. If the services be now thrown open to competition once more, one of two things will happen, either the rivals of the Royal Mail Company will tender for the remunerative portions only, in which case, as the unremunerative portion must be maintained, the department will assuredly have to fall back on the Royal Mail Company for the whole. Or the rivals of the Royal Mail Company will tender for the services as a whole, in which case, if the frequency and efficiency of the communications are to be maintained, they must be prepared to find means equal to those which the Royal Mail Company possess.

20. If the examination of the accounts of the Royal Mail Company had led to the discovery that the subsidy will in ordinary years afford them an exorbitant dividend, there might be reason to hope that other Companies would sell us an equal service on lower terms, but as we know that with the present subsidy the Royal Mail Company could have earned no dividend in 1858, 1859, 1860, and 1861, that the high dividends of subsequent years were due to exceptional causes, which have ceased to exist, and that at present the income barely balances the expenditure, there is no room for any such hope. The presumption is in every way in favour of the Royal Mail Company.

21. It is more reasonable to expect efficient service from those who have rendered it for 27 years, than from those who have not as yet had the opportunity of rendering any; and other things being equal, it is more reasonable to expect service at a low price from those who have the plant and organisation in full working order than from those by whom such plant and organisation have yet to be created.

The withdrawal of the subsidy from the Royal Mail Company, if it did not altogether break up the Company, must entirely alter the character of their operations and lead almost immediately to a deterioration in the quality of their fleet.

The grant of the subsidy to a rival Company might no doubt produce a considerable change in the operations and a proportionate rise in the quality of the fleet of that Company.

It is no doubt possible to effect such a transfer, but it is in the highest degree improbable that it would be accompanied by any such annual saving of cost as would compensate for the immediate displacement of capital and depreciation of property which it would involve.

22. If, therefore, it be considered desirable to maintain the existing frequency and efficiency of the communication between this country and the West Indies, the Spanish Main and the Brazils, I think that the request of the Royal Mail Company for an extension of their present Contracts might with advantage be granted. But I think it should be a condition of the concession that if their profits rise above a stipulated amount during the extended term, they shall share the excess with the Government.

There can be no doubt that during the American war the Royal Mail Company derived a special advantage from their position as Contractors with the British Government; and if it be a sound proposition (as I think it is) that the subsidy for such services as theirs should be such as, taken together with the returns from ordinary traffic, will yield a moderate dividend, I think the converse of the proposition must also be true, and that Government should share in any exceptional advantages which the grant of a Contract may confer.

I have refrained, however, from making any proposition to the Royal Mail Company on the subject, nor have I communicated to the directors the opinion which I have formed with regard to their application.

23. There are two other questions in connection with the West India Mail Service which present themselves, but do not press for consideration.

The first is as to the substitution of some other Island for St. Thomas as the point of separation between the trunk and branch services.

I believe the directors will be willing to entertain this question if a station which will, on the whole, be superior to St. Thomas can be found.

The other question is as to the proportion of cost to be borne by the West Indian Colonies.

I have not thought it necessary to enter upon this question at present, because I doubt whether we have as yet correctly ascertained the principle upon which their share of the cost should be assessed, and more especially because I cannot imagine that the value to this country of efficient postal communication with the West Indies, &c. can, under any circumstances, be less than the difference between the postage and the cost of the service.

24. Lastly, I may remark that although I have not alluded to the services of the French Company, I have not overlooked them. I have left them out of consideration, because as the public can now avail themselves of any facilities for communication which the vessels of the French Company afford, a reduction of the facilities which are afforded by the Royal Mail Company would not be met by the employment of the French Company.

18 December 1867.

(signed) *F. J. Scudamore.*

— No. 4. —

The Secretary to the Royal Mail Steam Packet Company to the
Secretary to the Treasury.

Royal Mail Steam Packet Company,
55, Moorgate-street, London, E.C.

Sir,

1 April 1868.

WITH reference to the correspondence which took place in November last respecting an extension of this Company's contracts, I am desired by the court of directors to ask your attention to the serious loss and inconvenience the Company is suffering while awaiting the decision of Her Majesty's Government.

You will doubtless remember that in November last you stated, for the information of the Court, that the Lords of the Treasury were disposed to entertain the proposition of the directors, "That Her Majesty's Government should grant the Company a five years' extension of the present Contract." You, at the same time, stated that an examination of the Company's books would be made (in accordance with a proposition emanating from the directors) in order to see whether any reduction should take place in the subsidy. It was also added that the Lords of the Treasury reserved for future consideration whether any other conditions should be imposed on the Company.

Immediately upon the receipt of that letter the directors, knowing that the examination would confirm the account given by them in their previous letter, expended above one hundred and thirty thousand pounds (130,000 £.) in the purchase of new ships, which expense, but for the hopes thus held out, they would not have been justified in incurring.

Subsequently to the incurring of these liabilities the directors learned that it was the wish of the Government that the Company should remove their head station from St. Thomas to another island, and they understand that communications on the subject have been going on for some time past between the several departments of Government concerned in such change. They have been, under these circumstances, reluctant to press the Government to send to them the further communication which they have been expecting to receive from the Treasury; and they have been anxious that the Government should only arrive at a conclusion as to the change of station, after careful consideration of all the circumstances. Whatever information on the subject the Company possess has been and will be at the disposal of the Treasury and Post Office.

But more than four months have now elapsed since they were informed of their Lordships' willingness to extend their contract, and meanwhile the additional disasters at St. Thomas have occurred, adding greatly to the expense and inconvenience at which the service is carried on. But, in the absence of
definite

definite knowledge of the views of the Government, they have been unable to take any steps to obviate this expense and inconvenience, for instance, in the reconstruction of their wharves and buildings.

The Board would therefore earnestly urge on the Government now to complete the new contract, either (1) on the basis of the communications in November, with a clause providing for the removal hereafter of the station to some other island, or (2) with such new station named in it.

In the latter event (2) the Board are prepared (as has been unofficially communicated to the Treasury), on being informed what station has been selected, to state with what modifications as to increase of subsidy, or as to additional length of contract, they could accept the present conditions, as expressed in the communication of last November; if the former (1) course would be more convenient to Government, the Board are willing to agree that it should be left to arbitration to decide, in the event of a new station being hereafter selected, what those modifications should be, and they would consent that it should be at the option of the Government either to pay the additional subsidy awarded by the arbitrator, or to give the corresponding extension of the contract which he might decide to be fair.

As the yearly meeting of the shareholders will take place in the course of this month, it is of great importance that the directors should be in a condition to give some precise information as to the negotiations with the Government, and that the Contract should be settled.

I have, &c.
(signed) *J. M. Lloyd*, Secretary.

The Secretary of the Treasury,
Whitehall.

— No. 5. —

COPY of TREASURY MINUTE, dated 9th April 1868.

ACKNOWLEDGE, and say that my Lords regret the delay, but are awaiting the result of an inquiry which is being made by the Admiralty into the question of the proposed substitution of some other station for that of St. Thomas.

— No. 6. —

COPY of TREASURY MINUTE, dated 1st May 1868.

WRITE to the Postmaster General that my Lords have had before them his letter of the 26th December last, enclosing the report of Mr. Scudamore, one of the Assistant Secretaries to the Post Office, of his examination of the books of the Royal Mail Steam Packet Company, with reference to the application made by the Company for an extension of the Contracts they hold for the conveyance of the Brazils and River Plate and West Indian mails.

State that my Lords, having given their attentive consideration to the very able and comprehensive report of Mr. Scudamore, have come to the conclusion that, adverting not only to the opinion expressed by that gentleman, in which they fully concur, but also to the very serious losses which the Royal Mail Steam Packet Company have lately sustained, owing to the recent hurricane in the West Indies, and likewise to the difficulty which (as it appears) the Company would experience in providing satisfactorily for the service during the short period their present Contracts have to run, they are warranted in entertaining favourably the application of the Company for an extension of the two Contracts they hold to the end of the year 1872, and thenceforward to be at two years' notice, subject, however, to the following conditions, viz. :

1. That in the event of the Company in any year earning sufficient to

pay a dividend exceeding eight per cent. per annum, a moiety of such excess should be allowed to Her Majesty's Government in diminution of the subsidies payable for that year; and,

2. That, adverting to the unhealthiness of St. Thomas, the present central packet station in the West Indies, the Company will, on receiving reasonable notice, remove the central packet station from St. Thomas to any other port in the West Indies which may be considered by Her Majesty's Government suitable for the purpose.

State, in conclusion, that my Lords request that the Postmaster General will communicate to the Royal Mail Steam Packet Company the decision at which they have arrived with reference to the application of the Company for an extension of their Contracts.

— No. 7. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 13 May 1868.

ON receipt of your letter of the 2nd instant, I communicated to the Directors of the Royal Mail Steam Packet Company the decision arrived at by your Lordships to grant, conditionally, an extension of their Contracts to the end of the year 1872, subject thenceforward to a two years' notice of termination, and I have received from them a reply, a copy of which I enclose.

The Directors accept the extension with its attendant conditions, with two provisos; in the first of which they attempt to limit the earnings divisible with the Government *to the traffic receipts and the subsidy*, whereas I apprehend that your Lordships intended to follow the course adopted in the case of a similar understanding with the Peninsular and Oriental Company, which was that the Company should pay to the Government a proportion of the excess accruing from *all sources whatsoever*, and which, but for such stipulation, would be applicable to the payment of dividends; and I presume that you will not consent to the limitation proposed by the Royal Mail Company.

The second proviso of the Company appears to me to be perfectly fair and reasonable. It is, that, if at any time during the continuance of the Contract the Company be required to move their central packet station to some other station in the West Indies, no additional subsidy will be payable by Her Majesty's Government, but that, if such removal should be found to involve the Company in additional outlay on their capital account, the Company should be allowed such a further extension of their Contract as, in the opinion of an impartial arbitrator, will enable them to recoup themselves for that outlay; and I beg to recommend that this proviso should receive your Lordships' sanction.

The Lords Commissioners of Her
Majesty's Treasury.

I have, &c.
(signed) Montrose.

Enclosure in No. 7.

Royal Mail Steam Packet Company,
55, Moorgate Street, London,
6 May 1868.

Sir,

I AM desired to acknowledge the receipt of your letter of the 5th instant (No. 38,525), intimating that the Lords Commissioners of the Treasury have informed the Postmaster General that they concede an extension of the Company's Contract to the end of 1872, and to be thenceforward at two years' notice; but that their Lordships desire that the conditions stated in your letter, as to dividend and removal from St. Thomas, may be attached to the concession in question.

I am

I am desired by the court of directors to state, in reply, that they accept the two conditions, on the following understanding:

1. That if in any year, after making deductions according to the present rates for depreciation, repairs, and insurance, the traffic receipts and subsidy of the Company should exceed the working expenses by more than eight per cent. on the paid-up capital (*e. g.* by more than 72,000 £. on the present capital of 900,000 £.), one moiety of such excess be credited to Her Majesty's Government.

2. That if at any time during the continuance of the Contract the Company be required to move their central packet station to some other station in the West Indies, no additional subsidy will be payable by Her Majesty's Government; but that if such removal should be found to involve the Company in additional outlay on their capital account, the Company should be allowed such a further extension of their Contract as, in the opinion of an impartial arbitrator, will enable them to recoup themselves for that outlay. The Postmaster General will see that, without some modification of this kind, it would be in the power of Her Majesty's Government seriously to injure this Company by requiring them to move to, for instance, a barren island, where extensive wharves and buildings would have to be erected for, perhaps, only a short remaining period of contract.

The court would also point out to the Postmaster General the great importance to the public and the Company of an early decision as to that removal. Since the disasters at St. Thomas, the French Company are restoring their wharves at that port, and are arranging to carry on the service as formerly; whereas this Company, in consequence of the intimation given to Parliament that the central station will be removed to another island, are carrying on the service at the greatest inconvenience and expense, from the state of their wharves and buildings.

It will be obviously unreasonable that the Company should be compelled now to restore their works at St. Thomas, and to remove elsewhere during the currency of the Contract.

The Secretary of the Post Office.

I have, &c.
(signed) J. M. Lloyd, Secretary.

— No. 8. —

COPY of TREASURY MINUTE, dated 5th June 1868.

WRITE to the Postmaster General that my Lords have had before them his Grace's letter of the 13th ultimo, representing that the Directors of the Royal Mail Steam Packet Company accept the extension of their Contracts to the end of the year 1872, with the attendant conditions, with two provisos, in the first of which the directors propose to limit the earnings divisible with the Government to the *traffic receipts and the subsidy*, whereas my Lords in their first condition intended to follow the course adopted in the case of a similar understanding with the Peninsular and Oriental Company, which was that the Company should pay to the Government a proportion of the excess accruing *from all sources whatsoever*, and which, but for such stipulation, would be applicable to the payment of dividends.

Request the Duke of Montrose to inform the directors of the Royal Mail Company, that my Lords consent to the proposed limitation, provided always that the sum set apart annually for insurance be not greater than that which would be paid to an insurance office; and provided that the interest accruing from the reserved fund, exclusive of the interest on existing accumulations, be included in the profits in which the Government is to participate.

It will be necessary to provide for these points in the Contract.

The second proviso of the directors appears to their Lordships to be fair and reasonable, and they are prepared to sanction it, viz., that if at any time during the continuance of the Contract the Company be required to move their central packet station to some other station in the West Indies, no additional subsidy will be payable by Her Majesty's Government; but that if such removal should be found to involve the Company in additional outlay on their capital account, the Company shall be allowed such a further extension of their Contract as, in the opinion of an impartial arbitrator, will afford them a fair compensation for that outlay.

— No. 9. —

The Secretary to the Post Office to the Secretary to the Royal Mail Steam Packet Company.

Sir,

General Post Office, 8 June 1868.

THE Postmaster General has had under consideration your letter of the 6th ultimo, in which you state that the Directors of the Royal Mail Steam Packet Company accept the extension of their Contracts to the end of the year 1872, with the attendant conditions laid down by the Lords Commissioners of Her Majesty's Treasury, with two provisos, in the first of which the directors propose to limit the earnings divisible with the Government to *the traffic receipts and the subsidy*, whereas the Lords of the Treasury, in their first condition, intended to follow the course adopted in the case of a similar understanding with the Peninsular and Oriental Company, which was that the Company should pay to the Government a proportion of the excess accruing *from all sources whatsoever*, and which, but for such stipulation, would be applicable to the payment of dividends.

The Duke of Montrose having communicated further with the Treasury on this point, has received their Lordships' directions to inform the Directors of the Royal Mail Company, that they consent to the proposed limitation, provided always that the sum set apart annually for insurance be not greater than that which would be paid to an insurance office; and provided that the interest accruing from the reserved fund, exclusive of the interest on existing accumulations, be included in the profits in which the Government is to participate.

It will be necessary to provide for these points in the Contract.

The second proviso of the directors appears to their Lordships to be fair and reasonable, and they are prepared to sanction it, viz., that if at any time during the continuance of the Contract the Company be required to move their central packet station to some other station in the West Indies, no additional subsidy will be payable by Her Majesty's Government, but that if such removal should be found to involve the Company, in additional outlay on their capital account, the Company shall be allowed such a further extension of their Contract as, in the opinion of an impartial arbitrator, will afford them a fair compensation for that outlay.

J. M. Lloyd, Esq.

I am, &c.
(signed) John Tilley.

— No. 10. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 24 June 1868.

IN accordance with the directions contained in your letter of the 6th instant, I have caused a draft Contract to be prepared by the solicitor of this department for giving effect to the decision of your Lordships as to extending to the end of the year 1872, on certain conditions, the duration of the existing Contracts with the Royal Mail Steam Packet Company for the West India and Brazil services; and I enclose such draft Contract for approval.

With reference to the sum to be set apart annually for insurance, I transmit, for your Lordships' information, a copy of the correspondence which has taken place between this department and the Company on this subject, and as they find it difficult to name a sum on which the amount of insurance should be calculated, the only course open appears to be to provide in the Contract that the Company shall set apart annually, under the head of "Insurance," a sum not exceeding 45,000 *l.* This is the amount hitherto set apart under that head, and it is obviously less than would be paid by the Company to an insurance office for the insurance of their ships at eight guineas per cent., whether estimated

on

on the paid-up capital of the Company, or on the assumed value of their ships appearing in the Company's books. The draft Contract makes provision accordingly.

It has not been deemed necessary to insert the "Draft Contract."

The Lords Commissioners of
Her Majesty's Treasury.

I have, &c.
(signed) *Montrose.*

Enclosure No. 1 in No. 10.

Royal Mail Steam Packet Company,
55, Moorgate-street, London,
17 June 1868.

Sir,

WITH reference to that portion of your letter of the 8th instant, on the subject of the insurance of the Company's fleet, I am desired to transmit to you herewith copy of a letter from the Marine Insurance Company, dated 15th instant, showing the rate at which that Company and the Indemnity would undertake the risk; and I am to add that, as regards the value on which the rate in question should be calculated, it is proposed to have that point settled between the Post Office and the Company hereafter.

The Secretary of the Post Office.

I have, &c.
(signed) *J. M. Lloyd,*
Secretary.

Enclosure No. 2.

The Marine Insurance Office, London,
15 June 1868.

Gentlemen,

REFERRING to a personal conference with Mr. Marshall, of your Company, I beg to inform you that the Indemnity and this Company are prepared to grant you policies of insurance for 12 months, say from 1st proximo, at eight guineas per cent., such policies to cover all risks commonly included in policies of insurance, plus the risk of capture. And said quotation is made in respect of hull and machinery of each and every of your steamers, whether engaged in the West Indian or Brazil route, and to include also the smaller vessels supplementing your great routes.

The 1st proximo is stated as the day of commencement, because the risk from capture might become so enhanced from political events that a much higher premium might be demanded, and the companies would not feel disposed to bind themselves to a uniform rate for more than a year.

The Directors of the
Royal Mail Steam Packet Company.

I remain, &c.
(signed) *Robert J. Lodge,*
Secretary.

Enclosure No. 3.

Sir,

General Post Office, 18 June 1868.

HAVING submitted to the Postmaster General your letter of the 17th instant, I am directed by his Grace to request that you will state to the Directors of the Royal Mail Steam Packet Company, that, inasmuch as eight guineas per cent., calculated either on the paid-up capital of the Company, or on the assumed value of their ships appearing in the Company's books, would amount to considerably more than 45,000 *l.*, the sum hitherto set apart annually by the Company under the head of "Insurance;" although this sum of 45,000 *l.* has left a good margin for profit, his Grace considers that it will be necessary to settle at once the amount on which the insurance is to be calculated, and to specify such amount in the Contract.

J. M. Lloyd, Esq.

I am, &c.
(signed) *John Tilley.*

Enclosure No. 4.

Royal Mail Steam Packet Company,
55, Moorgate-street, 19 June 1868.

Sir,

I AM desired to acknowledge the receipt of your letter of the 18th instant, in which you remark that the rate at which the Company's fleet could be insured, calculated either on the paid-up capital of the Company, or on the assumed value of their ships appearing in the Company's books, would amount to considerably more than 45,000 *l.*, the sum hitherto set apart annually by the Company under the head of "Insurance," and state that the Postmaster General therefore considers that it will be necessary to settle at once the amount on which the insurance is to be calculated.

In reply, I am to observe that the value of the Company's fleet fluctuates considerably, and therefore, if his Grace desires to have something definite inserted in the Contract, the directors propose that, in view of the statement contained in your letter now under reply, the sum of 45,000 *l.* per annum be adopted as the amount which the Company should continue to set apart under the head of "insurance."

In your letter of the 8th instant (No. 416 T.) allusion was made to the understanding come to by the Government with the Peninsular and Oriental Company, in reference to which it will not be out of place here to remark, that there is a material difference between the terms of the remuneration of the two Companies, inasmuch as the Peninsular and Oriental Company is guaranteed a large increase of subsidy, when requisite, towards making up a minimum dividend, while to this Company no such guarantee is given.

I have &c.
(signed) *J. M. Lloyd*, Secretary.

— No. 11. —

COPY OF TREASURY MINUTE, dated 26th June 1868.

RETURN the draft Contract submitted herein, stating that my Lords are pleased to approve thereof, including the clause inserted therein permitting the Company "to include in their working expenses any sum not exceeding the sum of 45,000 *l.* (whether the same shall be actually paid or merely set apart as an insurance fund) in respect of the insurance" of their "ships."

— No. 12. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 27 June 1868.

I HAVE the honour to transmit to your Lordships, to be laid on the Table of the House of Commons for approval, a copy of the Contract which I concluded on the 26th instant with the Royal Mail Steam Packet Company, extending their Contract for the conveyance of the West India and Brazil Mails, under the authority given to me in your Lordships' letter of the 6th instant.

The Lords Commissioners of
Her Majesty's Treasury.

I have, &c.
(signed) *Montrose*.

WEST INDIA AND BRAZIL MAILS.

COPIES of a CONTRACT, dated 26 June 1868, entered into between the Postmaster-General and the Royal Mail Steam Packet Company, extending their CONTRACTS for the Conveyance of the West India and Brazil Mails for a further Period; and, of CORRESPONDENCE relating thereto.

(*Mr. Selater-Booth.*)

*Ordered, by The House of Commons, to be Printed,
29 June 1868.*

POST OFFICE.

RETURN to an Order of the Honourable The House of Commons,
dated 18 February 1868;—for,

COMPARATIVE STATEMENT “of the GROSS REVENUE, COST of MANAGEMENT, and NET REVENUE of the POST OFFICE, for each Year from 1838 to 1867 inclusive; made in a manner similar to that adopted in Appendix F. of the Postmaster General’s Ninth Report, that is to say, calculated throughout in the mode in use when Penny Postage was established, excluding on the one hand the Cost of the Packet Service and of Stationery, and on the other hand the Produce of the Impressed Newspaper Stamp” (in continuation of Parliamentary Paper, No. 404, of Session 1866).

General Post Office, }
17 April 1868. }

JOHN TILLEY,
Secretary.

COMPARATIVE STATEMENT of the GROSS REVENUE, COST of MANAGEMENT, and NET REVENUE of the POST OFFICE for each Year from 1838 to 1867 inclusive; made in a manner similar to that adopted in Appendix F. of the Postmaster General’s Ninth Report, that is say, calculated throughout in the mode in use when Penny Postage was established, excluding on the one hand the Cost of the Packet Service and of Stationery, and on the other hand the Produce of the Impressed Newspaper Stamp.

[Complete Accounts of the last 14 Years will be found in the Postmaster General’s Annual Reports.]

Year ending	Gross Revenue. (a)	Cost of Management. (b)	Net Revenue.	Postage Charged on Government Departments.	Year ending	Gross Revenue. (a)	Cost of Management. (b)	Net Revenue.	Postage Charged on Government Departments.
	£.	£.	£.	£.		£.	£.	£.	£.
5 January 1838 (c)	2,339,737	687,313	1,652,424	38,528	5 January 1854	2,574,407	1,400,679	1,173,728	134,112
„ 1839 (d)	2,346,278	686,768	1,659,510	45,156	31 Dec. 1854	2,701,862	1,506,556 (j)	1,195,306	185,236 (k)
„ 1840 (e)	2,390,763	756,999	1,633,764	44,277	„ 1855	2,716,420	1,651,364	1,065,056	173,560
„ 1841	1,359,466	858,677	500,789	90,761	„ 1856	2,867,954	1,660,229	1,207,725	154,229
„ 1842	1,499,418	938,168	561,250	113,255 (h)	„ 1857	3,035,713	1,720,815	1,314,898	135,517
„ 1843	1,578,145	977,504	600,641	122,161	„ 1858	3,087,535	1,923,603	1,163,932	138,631
„ 1844	1,620,867	980,650	640,217	116,508	„ 1859	3,313,675	1,924,424	1,389,251	149,382
„ 1845	1,705,067	985,110	719,957	109,292	„ 1860	3,389,355	1,917,208	1,472,147	150,073
„ 1846	1,887,576	1,125,594	761,982	101,190	„ 1861	3,530,557	2,176,425	1,354,132	179,012 (l)
„ 1847	1,963,857	1,138,745	825,112	100,354	„ 1862	3,633,589	2,074,574	1,559,015	162,367
„ 1848	2,181,016	1,196,520	984,496	121,290	„ 1863	3,874,299	2,082,363	1,791,936	182,235
„ 1849	2,143,679	1,403,250 (f)	740,429	115,902	„ 1864	4,100,026	2,136,574	1,972,452	195,852
„ 1850	2,165,349	1,324,562	840,787	106,923	„ 1865	4,299,199	2,104,345	2,194,854	205,092
„ 1851	2,264,684	1,460,785 (g)	803,899	109,523	„ 1866	4,477,887	2,343,020	2,134,867	217,126
„ 1852	2,422,168	1,304,163	1,118,005	167,129 (h)	„ 1867	4,548,129	2,421,004	2,127,125	232,461
„ 1853 (i)	2,434,326	1,343,907	1,090,419	124,977					

(c) Namely, the Gross Receipts, after deducting the Returns for “Refused Letters,” &c.

(d) Including all payments out of the Revenue in its progress to the Exchequer, except advances to the Money Order Office. Of the sums under the head “Cost of Management,” 10,307 l. per annum is, up to 1855 inclusive, for Pensions which have no relation to the Service of the Post Office, and in the Year 1857 the sum was not less than 29,310 l.; but of this amount 19,003 l. was expended in the purchase of part of the Pension settled on the Duke of Schomberg and his heirs.

(e) 1838 was the last complete year before the general reduction of postage.

(d) On the 5th December 1839, the maximum inland postage for a single letter was reduced to 4 d.

(e) On the 10th January 1840, the postage on all inland letters weighing not more than ½ oz. was reduced to a uniform charge of one penny.

(f) This includes a payment of 196,086 l. for the conveyance of mails by railway in previous years.

(g) This includes a payment of 192,975 l. for the conveyance of mails by railway in previous years.

(h) This includes the postage chargeable against the Census Office in the year.

(i) The Revenue and Expenditure of the North American Provinces, amounting for the last complete year to 96,164 l. and 71,171 l. respectively, no longer appear in the Accounts of this Department, except that the Accounts for 1853 include one quarter’s Revenue and Expenditure for Canada.

(j) This includes a payment of 128,000 l. for the conveyance of mails by railway in previous years.

(k) This includes the Official Postage charged on the General Post Office and on the East India Company, which was excluded from the Return in former years.

General Post Office, }
16 April 1868. }

Geo. Chetwynd,
Receiver and Accountant General.

POST OFFICE.

COMPARATIVE STATEMENT of the Gross
REVENUE, Cost of MANAGEMENT, and Net
REVENUE of the Post Office, for each Year
from 1838 to 1867 inclusive; &c.

(*Mr. Moffatt.*)

*Ordered, by The House of Commons, to be Printed,
22 April 1868.*

POST OFFICE (ANTHONY J. DUFFY).

RETURN to an Order of the Honourable The House of Commons,
dated 21 November 1867;—for,

COPY “of CORRESPONDENCE with His Grace the Duke of *Montrose*,
Postmaster General, relative to the Removal of *Anthony J. Duffy* from the
Appointment of Established Clerk in the Circulation Department of the
General Post Office.”

General Post Office, }
27 November 1867. }

JOHN TILLEY,
Secretary.

Sir *Patrick O'Brien*, Bart., M.P., to His Grace the Duke of *Montrose*, K.T.,
Postmaster General.

London, 21 Bryanston-square, W.

My Lord Duke,

9 October 1867.

IN the year 1864 a young man named Anthony Joseph Duffy, the son of the agent of a gentleman of position, holding Her Majesty's commission in the King's County (Mr. O'Brien, of Rahan), had applied to me to obtain for him a nomination to compete for a clerkship in the Post Office. Before I was enabled to procure him a nomination, he obtained one on the recommendation of Lord Annaly, and was appointed a temporary clerk in the Savings' Bank Department in January 1865, and, having afterwards obtained a nomination to compete for an appointment on the permanent establishment, was appointed a probationer in the Circulation Department. In the May of the same year, after some nine months' probationary service, he was reported fit for the establishment, and entered on his duty as a permanent clerk. Early in September last, a revised list of the *employés* in the Circulation Department was issued, and (Duffy's name not being included in the list, and certain advantages of pay, &c., attaching to those included) Duffy called on me (he being a stranger in London) to ask me to interest myself so far as to inquire how his name came to be omitted, he not having committed any offence to warrant such exclusion. In consequence, I did myself the honour of personally waiting on Mr. Scudamore at the Post Office on the subject, and was courteously informed by that gentleman that he would make inquiry, and communicate to me the result. I subsequently received a letter from him (21st August) of a formal character, signed by him, but the body of it not in his handwriting, and containing a general statement that, on inquiry, he found that Duffy was not qualified to be placed on the revised establishment.

Your Grace will please observe that in this letter there is no allusion whatsoever made to any intention to dismiss him from the postal service. On receiving this letter, without communicating with Duffy, I wrote a letter to Mr. Scudamore, to which I have the honour to refer your Grace, stating, amongst other matters, that, after the interference with Ministerial patronage which had taken place by the institution of competitive examinations, it could never have been contemplated that a young man who had successfully passed his examination, and conducted himself with propriety, should, as regarded his promotion, be dependent on the caprice of a subordinate head of a department. I should mention that I alluded to Mr. Boucher, and I added that, during the 15 years I had been in Parliament, I had been allowed the privilege of nominating young

men to offices in various branches of the public service, nearly all of whom, as far as I could recollect, had given satisfaction, whilst, strange to say, in the Circulation Department of Her Majesty's Post Office, over which Mr. Boucher possessed practically irresponsible control, my countrymen's capabilities in more than one instance were not appreciated. As I said before, this letter was written of my own mere motion, and without Duffy's knowledge. On the 11th of September, Duffy is dismissed the public service, after nearly three years' service, by a simple order, without explanation or further note or comment. I may add that, on the 17th of the same month, Duffy received from the Secretary's office an official letter, stating that his dismissal implied no charge on his moral character.

Under these circumstances, I have most respectfully to appeal to your Grace, as the head of a great public department, to order a full inquiry into the circumstances attendant upon Duffy's dismissal. I do so on his part as a young man without a stain upon his character, and who feels confident that many of those who have known him in the office will testify to his competency and efficiency, and to whom an abrupt dismissal is as productive of injury as it would be to a person holding the highest rank in the office.

And I appeal to your Grace on my own part, feeling a strong impression that a letter written by me to a public department, which some acquaintance with public life led me to believe I was warranted in writing, but which, whether warranted or unwarranted, ought in no way to affect Duffy, has in this instance been the active agent in his dismissal.

Apologising for the length to which I have intruded upon your Grace,

I have, &c.
(signed) *Patrick O'Brien.*

Mr. F. Hill to Sir Patrick O'Brien, Bart., M.P.

Sir,

General Post Office, 15 October 1867.

I AM desired by the Postmaster General to acknowledge the receipt of your letter of the 9th instant on behalf of Mr. Duffy, whose services as clerk in the Circulation Department have lately been discontinued, and, in reply, I am to state to you that Mr. Duffy was not relieved from his appointment until his Grace had satisfied himself that it was neither for the interests of the Department, nor yet for his own, that Mr. Duffy should retain it any longer; and that, nowever unpleasant it may be to refuse appeals of this kind, his Grace feels compelled to do so in the present instance.

I am, &c.
(signed) *F. Hill.*

POST OFFICE (ANTHONY J. DUFFY).

COPY of CORRESPONDENCE with His Grace the Duke of *Montrose*, Postmaster General, relative to the Removal of *Anthony J. Duffy* from the Appointment of Established Clerk in the Circulation Department of the General Post Office.

(*Sir Patrick O'Brien.*)

*Ordered, by The House of Commons, to be Printed,
14 February 1868.*

POST OFFICE SAVINGS BANKS.

RETURN to an Order of the Honourable The House of Commons,
dated 6 December 1867;—for,

RETURN “of the BALANCE SHEET of the POST OFFICE SAVINGS BANKS
for the Year 1867, showing the Balance due to Depositors, the Amount
of Expenses remaining Unpaid, the Value of Securities at the Cost Price
less depreciation of those which are Terminable by Lapse of Time, Amount
of Cash in Hand and Dividends accrued but not received at the end of
the Year, and the Surplus or Deficiency of Funds to meet Liabilities.”

General Post Office, }
30 March 1868. }

JOHN TILLEY,
Secretary.

(*Mr. Ayrton.*)

Ordered, by The House of Commons, to be Printed,
31 March 1868.

POST OFFICE SAVINGS BANKS.

RETURN of the BALANCE SHEET of the POST OFFICE SAVINGS BANKS for the Year 1867, showing the Balance due to Depositors, the Amount of Expenses remaining Unpaid, the Value of Securities at the Cost Price less depreciation of those which are Terminable by Lapse of Time, Amount of Cash in Hand and Dividends accrued but not received at the end of the Year, and the Surplus or Deficiency of Funds to meet Liabilities.

L I A B I L I T I E S.			A S S E T S.		
	£.	s. d.		£.	s. d.
Balance due to Depositors on the 31st December 1867 (including interest)	- - - - -	9,749,929 9 9	Value of Securities at the Cost Price less depreciation of those which are Terminable by Lapse of Time - - - - -	9,687,004 6 5	
Amount of Expenses remaining Unpaid (partly estimated)	- - - - -	25,000 - -	Amount of Cash in hands of Commissioners for the Reduction of the National Debt - - - - -	30,594 13 4	
Surplus of funds to meet Liabilities	- - - - -	143,910 7 6	Dividends accrued but not received at the end of the year - - - - -	150,104 14 8	
			Total Amount in the hands of the Commissioners for the Reduction of the National Debt - - - - -	- - - - -	9,867,703 14 5
			Cash in the hands of Her Majesty's Postmaster General - - - - -	67,684 19 4	
			Deduct,—Amount required to meet the Payment of War-rants issued, but not cashed on 31st December 1867 - - - - -	16,548 16 6	
	£.	9,918,839 17 3		£.	51,136 2 10

Total Amount received from Depositors, including Interest, to 31 December 1867 £. s. d.
 Total Amount repaid to Depositors, to 31 December 1867 21,567,035 14 8
 11,817,106 4 11

Number of Transactions.		Number of Accounts.	
Deposits.	Withdrawals.	Opened.	Closed.
7,013,748	2,106,642	1,380,750	529,754
			850,996

The Total Cost of the Post Office Savings Banks from their establishment to the 31st December 1867, including the sum of 25,000 £. charged as above, was 268,531 £. 8 s. 4 d.
 The Total Number of Transactions, i. e., Deposits and Withdrawals, in the period was 9,120,390.
 The Average Cost of each Transaction was 7 d. '066.
 Prior to the passing of the Post Office Savings Bank Act in 1861 it was estimated (see Parliamentary Paper, No. 523, 1861) that the average cost of each transaction would be 7 d.
 General Post Office, }
 March 1868. Receiver and Accountant General.
 Geo. Chetwynd,

POST OFFICE SAVINGS BANKS.

RETURN of the BALANCE SHEET of the POST OFFICE SAVINGS BANKS for the Year 1867, showing the Balance due to Depositors, the Amount of Expenses remaining Unpaid, the Value of Securities at the Cost Price less depreciation of those which are Terminable by Lapse of Time, Amount of Cash in Hand and Dividends accrued but not received at the end of the Year, and the Surplus or Deficiency of Funds to meet Liabilities. So far as relates to the NATIONAL DEBT OFFICE.

Securities standing in the Names of the Commissioners for the Reduction of the National Debt on account of the Post Office Savings Banks Fund.				Value of such Securities at the Cost Price, less Depreciation of those which are Terminable by Lapse of Time.		Dividends Accrued but not Received at the End of the Year.									
				£.	s.	d.	£.	s.	d.	£.	s.	d.			
Consolidated £. 3 per Cents.				-	-	-	1,792,462	-	10	1,616,612	-	7	26,156	6	1
Reduced £. 3 per Cents.				-	-	-	160,000	-	-	147,231	7	6	1,105	12	4
New £. 3 per Cents.				-	-	-	1,095,136	12	2	971,133	18	4	7,567	10	4
New £. 2½ per Cents.				-	-	-	1,000,000	-	-	765,000	-	-	12,160	6	6
Exchequer Bonds				-	-	-	472,000	-	-	472,000	-	-	4,720	-	-
Turkish Guaranteed £. 4 per Cent. Bonds				-			102,800	-	-	102,600	-	-	1,698	8	8
Bonds of Metropolitan Board of Works				-			845,000	-	-	845,000	-	-	12,080	10	9
Annuities for Terms of years ending 5th April 1885				-	-	-	360,051	15	3	4,703,927	-	-	83,403	-	-
Red Sea and India Telegraph Annuities				-	-	-	3,100	-	-	63,500	-	-	1,213	-	-
Expire 4th August 1908				-	-	-	per annum								
						£.	9,687,004		6	5	150,104		14	8	
Add Value of Securities				-	-	-					9,687,004		6	5	
Cash Balance in Bank of England				-	-						30,594		13	4	
						£.					9,867,703		14	5	

National Debt Office,
30 March 1868. }

A. Y. Spearman,
Comptroller General.

POST OFFICE SAVINGS BANKS.

RETURN of the BALANCE SHEET of the Post Office SAVINGS BANKS for the Year 1867, showing the Balance due to Depositors, the Amount of Expenses remaining Unpaid, the Value of Securities at the Cost Price less depreciation of those which are Terminable by Lapse of Time, Amount of Cash in Hand and Dividends accrued but not received at the end of the Year, and the Surplus or Deficiency of Funds to meet Liabilities.

(*Mr. Ayrton.*)

Ordered, by The House of Commons, to be Printed,
31 March 1868.

POST OFFICE SAVINGS BANKS.

AN ACCOUNT of all DEPOSITS Received and Paid under the Authority of the Act 24 Vict. c. 14, during the Year ended 31st December 1867, and of the EXPENSES incurred from the Commencement of Business, on 16th September 1861, to 31st December 1867, together with a STATEMENT of the TOTAL AMOUNT due at the Close of the Year 1867 to all Depositors.

AN ACCOUNT of the SUMS Received and Paid by the Commissioners for the Reduction of the National Debt on account of the FUND for the POST OFFICE SAVINGS BANKS, per Act 24 Vict. c. 14, from 1st January 1867 to 31st December 1867, both inclusive.

(Presented pursuant to Act 24 Vict. c. 14, ss. 9 and 12.)

Ordered, by The House of Commons, to be Printed,
31 March 1868.

POST OFFICE SAVINGS BANKS.

AN ACCOUNT of all DEPOSITS Received and Paid under the Authority of the Act 24 Vict. c. 14, during the Year ended 31st December 1867, and of the EXPENSES incurred from the Commencement of Business, on 16th September 1861, to 31st December 1867, together with a STATEMENT of the TOTAL AMOUNT due at the Close of the Year 1867 to all Depositors.

(A.)

ACCOUNT of all DEPOSITS Received and Paid from 1st January to 31st December 1867.

	£.	s.	d.		£.	s.	d.
Balance brought forward - - - - -	8,121,174	18	-	By Repayments from 1st January to 31st December 1867, viz.:			
To Cash received from Depositors from 1st January to 31st December 1867 - - - - -	4,643,906	4	5	Cash paid - - - - -	3,206,251	18	1
To Interest thereon up to 31st December 1867, computed according to 7th and 8th sections of the above-cited Act, and added to the Principal Money of the said Depositors - - - - -	12,765,081	2	5	Warrants issued, but not cashed at date - - - - -	16,548	16	6
	207,649	1	11	Balance due at the close of the year 1867 to all Depositors, inclusive of Interest to 31st December 1867 - - - - -	9,749,929	9	9
£.	12,972,730	4	4	£.	12,972,730	4	4

(B.)

EXPLANATION of BALANCE.

	£.	s.	d.
Balance due at the close of the year to all Depositors - - - - -	9,749,929	9	9
Moneys remitted to the Commissioners for the Reduction of the National Debt, from 16th September 1861 to 31st December 1866 - - - - -	7,607,401	2	11
Ditto - - - - ditto - - - - from 1st January to 31st December 1867 - - - - -	1,398,415	4	7
Deduct:—	9,005,816	7	6
Amount transferred from Post Office Savings Banks, and which has been written off the account of the Post Office Savings Banks at the National Debt Office, during the Period from 16th September 1861 to 31st December 1866 - - - - -	8,619	3	5
Ditto - - - - ditto - - - - during the year ended 31st December 1867 - - - - -	2,529	12	8
	11,148	16	1
Net Amount lodged with the Commissioners for the Reduction of the National Debt for investment - - - - -	8,994,667	11	5
Add:—			
Interest accruing to Depositors up to 31st December 1867, including the Interest which accrued up to 31st December 1866 - - - - -	687,576	19	-
Amount advanced on account of Charges of Management, not recovered until after 31st December 1867 - - - - -	19,994	15	4
Balance remaining on 31st December 1867 - - - - -	47,690	4	-
	67,684	19	4
	9,749,929	9	9

(C.)

ACCOUNT of CHARGES of MANAGEMENT and of EXPENSES incurred for POST OFFICE SAVINGS BANKS, from their Establishment on the 16th September 1861 to the 31st December 1867.

	£.	s.	d.
Charges and Expenses for the period from 16th September 1861 to the 31st December 1866 - - - - -	200,826	3	3
Charges and Expenses for the year ended 31st December 1867 - - - - -	62,700	-	5
£.	263,526	3	8

General Post Office, }
30 March 1868. }

Geo. Chetwynd,
Receiver and Accountant General.

A. Christie Thomson,
Controller of Post Office Savings Banks.

Montrose,
Postmaster General.

POST OFFICE SAVINGS BANKS.

AN ACCOUNT of the SUMS Received and Paid by the Commissioners for the Reduction of the National Debt on Account of the FUND for the POST OFFICE SAVINGS BANKS, per Act 24 Vict. c. 14, from 1 January 1867 to 31 December 1867, both inclusive.

SUMS RECEIVED.		SUMS PAID.	
£.	s. d.	£.	s. d.
To Balance in the Bank of England, 1st January 1867	2,821 4 7	By Cash transferred from Post Office Savings Banks to Savings Banks, by depositors, under the authority of the 10th clause of the Act 24 Vict. c. 14	2,529 12 8
To Amount transferred from Savings Banks to Post Office Savings Banks, by depositors, under the authority of the 10th clause of the Act 24 Vict. c. 14	226,415 4 7	By Amount applied to the Purchase of the following Securities, viz.:	
To Cash paid in by the Postmaster General during the Year	1,172,000 - -	£. 160,000 - - Reduced Three per Cents - - - - -	148,437 10 -
To Dividends and Interest on the several Securities held for the Post Office Savings Banks during the Year	483,517 8 1	1,244,686 12 2 New Three per Cents - - - - -	1,134,932 1 4
To £. 109,500 New £. 3 per Cent. Stock sold	99,918 15 -	29,526 - - per annum, Terminable Annuities, ending 5th April 1885 - - - - -	384,500 - -
To Exchequer Bonds paid off (May and November)	128,000 - -	530,000 - - Bonds of the Metropolitan Board of Works for the purposes of the Embankment and Improvement Acts, per 27 & 28 Vict. c. 61 - - - - -	530,000 - -
To Turkish Bonds paid off - - - - -	2,700 - -	By Cash paid to Postmaster General during the Year - - - - -	59,378 14 11
To Bonds of Metropolitan Board of Works paid off	175,000 - -	By Cash Balance remaining in Bank of England, on 31st December 1867	30,594 13 4
£.	2,290,372 12 3	£.	2,290,372 12 3

National Debt Office, }
25 March 1868.

A. Y. Spearman,
Comptroller General.

POST OFFICE SAVINGS BANKS.

ACCOUNT of all Deposits Received and Paid under the Authority of the Act 24 Vict. c. 14, during the Year ended 31st December 1867, and of the Expenses incurred from 16th September 1861 to 31st December 1867, &c. :—also, Account of the Sums Received and Paid by the COMMISSIONERS for the Reduction of the NATIONAL DEBT, on Account of the Fund for the Post Office Savings Banks, per Act 24 Vict. c. 14, from 1st January 1867 to 31st December 1867, both inclusive.

(Presented pursuant to Act 24 Vict. c. 14, ss. 9 and 12.)

Ordered, by The House of Commons, to be Printed,
31 March 1868.

186.

Under 1 oz.

POST OFFICE (SUNDAY DELIVERY) (SCOTLAND).

RETURN to an Order of the Honourable The House of Commons,
dated 16 March 1868;—for,

COPIES “of any REGULATION or ORDER of the Postmaster General, or other Authority, by which any one or more Persons receiving One-seventh part of the Letters deliverable in any Parish or Postal Delivery District in *Scotland* on Sundays, has the power to enforce Delivery of Letters over the whole of such Parish or Postal Delivery District, even although nearly Six-sevenths of the whole Inhabitants, and of all the Receivers of such Letters have signed a Memorial to the Post Office Authorities praying for the discontinuance of any such Delivery; and stating the Date of such Regulation or Order, and the Name of the Postmaster General under whose authority it was issued:”

“And, of any REGULATIONS or ORDERS which may have been issued by the Post Office Authorities prohibiting Persons employed in the Post Office from agitating for the Cessation of SUNDAY LABOUR in any of the POST OFFICES.”

General Post Office, }
23 April 1868.

JOHN TILLEY,
Secretary.

— I. —

THERE is no regulation existing in the terms specified in the first part of this Order.

A regulation exists which provides, “that whenever the discontinuance of a rural post on Sundays is requested by a memorial signed by the receivers of six-sevenths of the Sunday letters, such post shall be withdrawn; and further, that on a similar memorial, requesting that the rural messenger shall make a delivery only, he shall be released from the duty of making a collection of letters on that day.”

This applies to all posts in rural districts throughout the United Kingdom, but does not apply to deliveries by letter carriers in towns.

The regulation was established under the authority of the Marquis of Clanricarde, as Postmaster General, in 1850, with the view of giving effect, in pursuance of directions from the Lords of the Treasury, to the following recommendation, made (with others) by Commissioners appointed by their Lordships in that year, to consider the question of Sunday labour in the Post Office, viz. :—

“That in retaining a Sunday delivery of letters in a rural district, the Postmaster General be guided by the prevalent feeling of the locality; and that where the prevalent feeling of the district is opposed to such delivery, the Postmaster General, after satisfying himself of the fact, take the requisite steps for suspending it. This principle has already been acted on to a considerable extent by the Department. The Postmaster General, in the years 1848 and 1849, withdrew no less than 404 Sunday rural posts, 320 wholly, and 84 partially. In some instances, however, the inhabitants finding the withdrawal more inconvenient than they anticipated, subsequently requested that the post might be restored, which was accordingly done.” (Report of Commissioners, page 6, sect. 8; 10 August 1850.)

POST OFFICE (SUNDAY DELIVERY—SCOTLAND).

Up to that time no application for the suspension of a post on Sunday had been entertained if there were any dissentients, however few, in the district concerned.

Any Sunday post discontinued under the provisions of the regulation thus laid down is, as a matter of course, liable to be afterwards restored if the opponents of the Sunday delivery should cease to receive six-sevenths of the Sunday correspondence, inasmuch as, according to the interpretation supplied by the rule, those persons would no longer represent the prevalent feeling of the district.

Even in that case, however, the opponents of the Sunday delivery would not be compelled to receive letters on Sunday, because any person can for himself, under certain conditions, have his letters retained at the post-office until the Monday, by making written request to that effect.

— II. —

EXTRACT from NOTICE in "Postal Official Circular" of 2nd April 1866.

"Improper Proceedings to obtain Stoppage of Sunday Delivery of Letters."

"Several instances have recently been brought to the notice of the Postmaster General of letter carriers and rural messengers being concerned in the distribution of printed circulars importuning the public to request a discontinuance of the Sunday delivery of letters, which circulars had not been regularly posted.

"For the letter carriers and others to take an active part in soliciting the interference of the public in their official duties is objectionable on obvious grounds; and the distribution of such circulars, even out of official hours, is in direct violation of the regulations of the service (Postmasters' Instructions, Rule 149), which prohibit letter carriers and others from distributing at any time, or under any circumstances, circular letters, &c., which have not been regularly posted.

"The Postmaster General therefore directs all postmasters to see that the letter carriers and rural messengers attached to their respective offices are made acquainted with the rule on this subject, and to report to the District Surveyor every case which may come to their knowledge of its having been infringed."

POST OFFICE (SUNDAY DELIVERY)
(SCOTLAND).

COPIES of REGULATIONS or ORDERS of the Post-master General, or other Authority, relative to the Delivery of Letters in *Scotland* on Sundays, &c.; and, of REGULATIONS or ORDERS which have been issued by the Post Office Authorities prohibiting Persons employed in the Post Office from agitating for the Cessation of SUNDAY LABOUR in any of the Post OFFICES.

(*Mr. McLaren.*)

Ordered, by The House of Commons, to be Printed,
27 April 1868.

INCREASE AND DIMINUTION (PUBLIC OFFICES).

ABSTRACT OF ACCOUNTS

Of every INCREASE and DIMINUTION which has taken place, within the Year 1867, in the Number of Persons employed in all PUBLIC OFFICES or DEPARTMENTS, or in the Salaries, Emoluments, Allowances, or Expenses which has taken place, or been paid, granted, received, or incurred for and in respect of all Officers and Persons belonging to, or employed in or by, or in the Service of, all Public Offices or Departments.

(Presented pursuant to Act 4 & 5 Will. 4, c. 24, s. 22.)

*Ordered, by The House of Commons, to be Printed,
26 March 1868.*

ABSTRACT of an Account of every INCREASE and DIMINUTION which has taken place, in the Year 1867,
PUBLIC OFFICES

No.	DEPARTMENTS.	INCREASE. - - -		
		Number of Persons.	Salaries.	Emoluments.
			£. s. d.	£. s. d.
1	Treasury (including Solicitor's Office) - - - -	2	1,012 11 11	- - -
2	Privy Council Office - - - - -	2	764 7 8	- - -
3	- Ditto - - - Education Department - - -	2	2,771 1 1	973 16 4
4	- Ditto - - - for Trade, including Offices for Re- gistration of Seamen, Joint Stock Com- panies, and Designs - - -	22	5,388 18 5	- - -
5	Secretary of State for the Home Department - - -	-	648 11 3	- - -
6	Public Record Office - - - - -	-	- - -	250 - -
7	Convict Prisons Establishment - - - - -	-	822 - -	- - -
8	Privy Seal Office - - - - -	-	- - -	- - -
9	Secretary of State, Foreign Department - - - -	-	- - -	- - -
10	- Ditto - + Colonial ditto - - - - -	2	1,032 10 4	- - -
11	- Ditto - - War ditto, including the Offices of the Commander in Chief, Adjutant General, Quartermaster and Deputy Quartermaster General, Judge Advocate General, Chelsea Hospital, Royal Military College and Kil- mainham Hospital - - - -	-	701 4 6	625 - -
12	{ Admiralty, and Subordinate Departments - - - -	7	2,314 17 6	50 5 -
	{ Navy and Victualling Yards, at Home - - - -	7	4,276 10 -	724 12 6
	{ - Ditto - - ditto - Abroad (1866) - - - -	1	- - -	867 2 6
13	Paymaster General (including late Paymaster of Civil Services and Receiver of Constabulary, Ireland) - }	-	- - -	10 - -
14	National Debt Office - - - - -	-	422 13 7	- - -
15	Customs - - - - -	62	8,024 10 -	- - -
16	Inland Revenue - - - - -	15	4,109 11 1	- - -
17	Post Office - - - - -	512	27,053 - -	- - -
18	Mint - - - - -	-	100 - -	- - -
19	Exchequer and Audit Department - - - - -	-	- - -	- - -
20	Commissioners of Woods - - - - -	-	245 - -	- - -
21	Commissioners of Works - - - - -	-	435 - -	- - -
22	Stationery Office - - - - -	-	690 13 2	- - -
23	Registrar General, England - - - - -	-	- - -	195 15 6
24	- Ditto - - - Scotland - - - - -	-	- - -	- - -
25	Poor Law Board, England - - - - -	1	672 1 9	- - -
26	- Ditto - - Ireland - - - - -	1	168 15 10	- - -
27	Charity Commission - - - - -	-	192 19 4	- - -
28	Queen's Remembrancer (Exchequer) - - - - -	-	- - -	- - -
29	Civil Service Commission - - - - -	-	135 15 3	- - -
30	Emigration - ditto - - - - -	1	250 - -	- - -
31	Exchequer, Scotland - - - - -	-	94 6 9	- - -
32	Chief Secretary's Office, Ireland - - - - -	-	334 10 3	- - -
33	Board of Works, Ireland - - - - -	-	460 - -	- - -
34	Board of Education, Ireland - - - - -	-	455 - -	- - -
35	Board of Charitable Bequests, Ireland - - - -	-	185 4 -	- - -
36	Registrar General, Ireland - - - - -	-	276 9 2	- - -
37	Constabulary Office, Ireland - - - - -	-	- - -	- - -
38	Dublin Metropolitan Police - - - - -	-	155 - -	- - -
39	Inspectors of Lunatic Asylums - - - - -	-	116 5 -	- - -
40	Inspector General of Prisons - - - - -	-	28 8 5	- - -
41	Director of Convict Prisons - - - - -	1	123 13 7	- - -
42	Registrar of Deeds - - - - -	-	766 5 9	- - -
TOTALS - - -		638	65,227 15 7	3,696 11 10

Whitehall, Treasury Chambers, }
25 March 1868.

Notc.—The Account of Increase or Decrease in Superannuations and

in the Number of Persons employed, or in the Salaries, Emoluments, Allowances, and Expenses of all
OF DEPARTMENTS.

INCREASE.		DECREASE.					No.
Expenses.	TOTAL.	Number of Persons.	Salaries.	Emoluments.	Expenses.	TOTAL.	
£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.	
- - -	1,012 11 11	-	- - -	- - -	56 15 3	56 15 3	1
2,868 19 3	3,633 6 11	-	- - -	1 - 5	- - -	1 - 5	2
861 12 7	4,606 10 -	-	- - -	- - -	- - -	- - -	3
- - -	5,388 18 5	-	- - -	- - -	391 15 7	391 15 7	4
- - -	648 11 3	-	- - -	- - -	4 6 1	4 6 1	5
197 8 -	447 8 -	-	313 14 5	- - -	- - -	313 14 5	6
- - -	822 - -	8	- - -	- - -	26 - 3	26 - 3	7
11 2 10	11 2 10	-	20 - -	- - -	- - -	20 - -	8
- - -	- - -	-	1,101 16 2	- - -	299 18 -	1,401 14 2	9
500 17 11	1,533 8 3	-	- - -	- - -	- - -	- - -	10
- - -	1,326 4 6	14	- - -	- - -	8 17 1	8 17 1	11
1,867 14 11	4,232 17 5	-	- - -	- - -	- - -	- - -	12
3,290 1 6	3,291 4 -	-	- - -	- - -	- - -	- - -	
670 12 8	1,537 15 2	-	141 7 6	- - -	- - -	141 7 6	13
379 - 2	389 - 2	-	496 15 9	- - -	- - -	496 15 9	14
- - -	422 13 7	-	- - -	- - -	109 17 11	109 17 11	15
- - -	8,024 10 -	-	- - -	1,670 9 1	4,123 19 11	5,794 9 -	16
- - -	4,109 11 -	-	- - -	- - -	32,135 1 8	32,135 1 8	17
- - -	27,053 - -	-	- - -	40 - -	- - -	40 - -	18
- - -	100 - -	-	- - -	- - -	- - -	- - -	19
93 11 8	93 11 8	9	5,740 - -	- - -	- - -	5,740 - -	20
- - -	245 - -	-	- - -	- - -	- - -	- - -	21
1,214 11 1	1,649 11 1	-	- - -	109 4 -	- - -	109 4 -	22
334 6 1	1,024 19 3	-	- - -	- - -	- - -	- - -	23
- - -	195 15 6	-	347 8 5	- - -	141 9 4	488 17 9	24
- - -	- - -	-	266 17 6	- - -	95 4 1	362 1 7	25
- - -	672 1 9	-	- - -	- - -	- - -	- - -	26
52 - 7	220 16 5	-	- - -	- - -	- - -	- - -	27
119 12 9	312 12 1	-	- - -	- - -	- - -	- - -	28
- - -	- - -	-	242 14 -	- - -	4 12 7	247 6 7	29
- - -	135 15 3	-	- - -	- - -	47 4 6	47 4 6	30
- - -	250 - -	-	- - -	- - -	- - -	- - -	31
- - -	94 6 9	-	- - -	- - -	- - -	- - -	32
335 9 2	669 19 5	-	- - -	- - -	- - -	- - -	33
- - -	460 - -	1	- - -	- - -	174 - 10	174 - 10	34
- - -	455 - -	1	- - -	- - -	- - -	- - -	35
- - -	185 4 -	-	- - -	- - -	- 12 10	- 12 10	36
329 10 6	605 19 8	-	- - -	- - -	- - -	- - -	37
- - -	- - -	-	117 19 3	- - -	31 14 10	149 14 1	38
- - -	155 - -	-	- - -	- - -	- - -	- - -	39
5 8 5	121 13 5	-	- - -	- - -	- - -	- - -	40
- - -	28 8 5	-	- - -	- - -	50 16 9	50 16 9	41
- - -	123 13 7	-	- - -	- - -	- - -	- - -	42
- - -	766 5 9	-	- - -	- - -	241 8 4	241 8 4	
13,132 - 1	85,056 7 6	33	8,788 13 -	1,320 13 6	37,943 15 10	48,553 2 4	

Retired Allowances is presented in a separate Return to Parliament.

G. SCLATER-BOOTH.

INCREASE AND DIMINUTION
(PUBLIC OFFICES).

ABSTRACT OF ACCOUNTS

Of every Increase and Diminution which has
taken place, within the Year 1866, in all Public
Offices or Departments.

(Presented pursuant to Act 4 & 5 Will. 4, c. 24, s. 22.)

Ordered, by the House of Commons, to be Printed.
26 March 1868.

176.

Under 1 oz.

REVENUE DEPARTMENTS.

1866-7.

ACCOUNTS showing the APPROPRIATION of the SUMS granted by PARLIAMENT for the SALARIES and other EFFECTIVE SERVICES, and for the SUPERANNUATIONS and other NON-EFFECTIVE SERVICES of the several REVENUE DEPARTMENTS, for the Year ended on the 31st day of March 1867; with REPORTS of the Comptroller and Auditor General thereon.

(Prepared pursuant to Act 29 & 30 Vict. c. 39.)

CORRECTED ABSTRACT of the ACCOUNTS, prepared from the annexed Reports, &c., of the Comptroller and Auditor General, as per Treasury Minute thereon of 14 February 1868 (*see* page 4).

SERVICES.	Expenditure, 1866-7.	Estimate, 1866-7.
I. CUSTOMS.		
	£. s. d.	£. s. d.
Salaries of and allowances to the Board and officers of the Superintending Establishment at the Custom House in Thames-street, including travelling expenses and the pay of extra clerks - - - - -	89,779 - 9	91,660 - -
Salaries of and allowances to the officers on the Establishment of the Port of London, the pay of extra and glut officers, and incidental charges - - - - -	254,965 17 3	258,923 - -
Salaries of and allowances to the officers on the Establishment of the Port of Liverpool, the pay of extra and glut officers, and incidental charges - - - - -	108,802 3 2	107,040 - -
Salaries of and allowances to the officers at the other ports and creeks in the United Kingdom, and at the inland bonding towns, the pay of extra and glut officers, and incidental charges - - - - -	323,619 2 -	324,570 - -
Law charges, subsistence of prisoners, rewards for the capture of smugglers, rewards for seizures, and on account of penalties recovered, and expenses on account of seizures - - - - -	3,684 17 3	11,300 - -
Expenses incurred by the Customs Department in the conduct of suits and prosecutions, or otherwise carrying into effect certain provisions of the Merchant Shipping Act, 17 & 18 Vict. c. 104 - - - - -	3,598 2 8	5,000 - -
TOTALS - - - £.	784,449 3 1	798,493 - -
Saving to be surrendered - - - - -	- - - £. 14,043. 16. 11.	

SERVICES.	Expenditure, 1866-7.	Estimate, 1866-7.
2. INLAND DEVENUE.		
	£. s. d.	£. s. d.
Salaries and allowances of the Board, officers, and others on the Establishment in England - - - -	629,084 15 4	617,441 - -
Ditto - of Establishment in Scotland - - - -	136,437 - 3 $\frac{1}{4}$	138,374 - -
Ditto - of Establishment in Ireland - - - -	99,228 18 10	100,732 - -
Salaries to Distributors of Stamps and Collectors of Taxes in Scotland - - - - -	15,017 - -	15,020 - -
Poundage to Distributors of Stamps - - - - -	48,544 3 8	50,000 - -
Poundage to Clerks to the Local Commissioners of Taxes -	68,418 12 11 $\frac{1}{2}$	66,000 - -
Ditto - to Collectors and Assessors of Taxes - - -	137,855 1 5 $\frac{1}{4}$	136,000 - -
Expenses of Receiving Officers in collecting the Duties -	15,979 11 8	16,000 - -
Purchase of buildings - - - - -	12,467 10 3	12,000 - -
Repairs of buildings - - - - -	4,123 3 3	3,000 - -
Printing permits and card wrappers - - - - -	957 17 8	2,000 - -
Rent of offices, rates, taxes, &c. - - - - -	15,941 15 5	16,000 - -
Postage and carriage of books and parcels - - - -	22,052 - 4	20,000 - -
Rewards to officers - - - - -	10,656 4 9	11,000 - -
Expenses of metropolitan hackney carriages, per Act 16 & 17 Vict. c. 33 - - - - -	11,854 18 8	12,100 - -
Printing and gumming receipt, draft, foreign bills of exchange, and other adhesive stamps, and paper for the same	5,869 9 5	5,000 - -
Miscellaneous expenses - - - - -	78,760 12 10 $\frac{1}{2}$	84,200 - -
	1,313,248 16 10	1,304,867 - -
Deficiency of the Vote 1864-5 - - - -	4,777 4 3	4,778 - -
TOTALS - - - £.	1,318,026 1 1	1,309,645 - -
Deficiency to be Voted - - - -	- - - £. 881. 1. 1.	
3. POST OFFICE.		
Chief offices, London, Dublin, and Edinburgh - - -	595,387 3 3 $\frac{1}{2}$	577,100 - -
Surveyors, &c., United Kingdom - - - - -	41,442 13 9	41,925 - -
Provincial establishments, England and Wales - - -	521,873 19 6 $\frac{1}{2}$	523,245 - -
Ditto - - - - - Ireland - - - - -	57,399 19 5	57,507 - -
Ditto - - - - - Scotland - - - - -	79,968 9 10	79,516 - -
Establishments in the colonies and agents abroad - -	14,142 9 1 $\frac{1}{2}$	13,209 - -
Conveyance of mails, United Kingdom - - - - -	779,784 9 9 $\frac{1}{2}$	763,462 - -
Buildings and repairs - - ditto - - - - -	221,406 12 7	348,832 - -
Manufacture of postage labels - - - - -	39,613 1 4 $\frac{1}{2}$	31,220 - -
TOTALS - - - £.	2,350,518 18 8 $\frac{1}{2}$	2,436,016 - -
Saving to be surrendered - - - -	- - - £. 85,497. 1. 3 $\frac{1}{4}$.	
4. PACKET SERVICE.		
Contracts - - - - -	813,386 15 4	813,223 - -
Allowances to Government agents on board mail packets, and other expenses - - - - -	8,866 18 4	7,941 - -
TOTALS - - - £.	822,253 13 8	821,164 - -
Deficiency to be Voted - - - -	- - - £. 1,089. 13. 8.	

S E R V I C E S.	Expenditure, 1866-7.	Estimate, 1866-7.
5. SUPERANNUATIONS OF REVENUE DEPARTMENTS.		
	£. s. d.	£. s. d.
CUSTOMS:		
Superannuation allowances - - - - -	91,907 5 1	95,359 - -
Compensation allowances - - - - -	67,630 6 1	66,337 - -
Pensions and gratuities - - - - -	576 3 10	548 - -
Coast Guard and Revenue Cruisers:		
Superannuation allowances - - - - -	33,419 3 9	35,670 - -
Compensation allowances - - - - -	1,515 9 10	952 - -
Pensions - - - - -	4,194 1 -	4,303 - -
Colonies:		
Superannuation allowances - - - - -	3,346 3 10	3,545 - -
Compensation allowances - - - - -	8,733 15 5	10,096 - -
	211,322 8 10	216,900 - -
INLAND REVENUE:		
Superannuation allowances - - - - -	156,377 3 11	153,302 - -
Compensation allowances - - - - -	21,509 16 10	27,242 - -
Pensions and gratuities - - - - -	6,313 18 11	7,100 - -
	184,200 19 8	187,644 - -
POST OFFICE:		
Superannuation allowances - - - - -	63,613 8 10	65,778 13 4
Compensation allowances - - - - -	4,282 7 3	3,221 6 8
	67,895 16 1	69,000 - -
TOTAL Superannuations - - - - £.	463,419 4 7	473,544 - -
Saving to be surrendered - - - - -	- - - £. 10,124 15. 5.	

S U M M A R Y.

	Expenditure.	Estimate.	Savings to be Surrendered.	Deficiency to be Voted.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1. CUSTOMS - -	784,449 3 1	798,493 - -	14,043 16 11	-
2. INLAND REVENUE -	*1,318,026 1 1	*1,309,645 - -	- - -	8,381 1 1
3. POST OFFICE -	2,350,518 18 8 $\frac{3}{4}$	2,436,016 - -	85,497 1 3 $\frac{1}{4}$	-
4. PACKET SERVICE -	822,253 13 8	821,164 - -	- - -	1,089 13 8
5. SUPERANNUATIONS	463,419 4 7	473,544 - -	10,124 15 5	-
£.	5,738,667 1 1 $\frac{1}{2}$	5,838,862 - -	109,665 13 7 $\frac{1}{2}$	9,470 14 9

* Including deficiency of 1864-5 (as shown on page 2).

Treasury Chambers, }
14 February 1868. }

GEORGE WARD HUNT.

COPY of TREASURY MINUTE, dated 14 February 1868.

MY Lords have before them the following Appropriation Accounts of the Grants for the Revenue Departments for the year 1866-7, with the Reports of the Comptroller and Auditor General thereon:—

Customs ;
Inland Revenue ;
Post Office and Packet Service ;
Superannuations of the three Departments.

Several errors of charge and classification are pointed out in the Reports upon these Accounts.

With regard to paragraph 4 of the Report on the Post Office Account, my Lords have already expressed their opinion that the sum referred to has been charged under the proper head.

In the 5th paragraph of this Report the Comptroller and Auditor General calls further attention to the subject of the expenditure of the provincial post offices, which has been noticed in the Reports of the Commissioners of Audit on the Post Office Appropriation Accounts of former years.

See Parliamentary
Paper, No. 31, 1866.

In the Minute of a former Board, dated 13th February 1866, on the Post Office Appropriation Account for the year 1864-5, it was stated that the Report of a Committee appointed by that Board to inquire into the subject had been laid before the Select Committee on Public Accounts, of the previous Session (1865), and that as the Committee of Inquiry did not recommend any alteration, their Lordships did not think it necessary to give any other directions.

My Lords are not at present aware of the existence of any sufficient grounds for reversing the decision thus arrived at, but they will refer this part of the Report to the Postmaster General for any observations which he may be disposed to offer.

My Lords will also cause inquiry to be made into the subject of the appropriation of void Money Orders, referred to in the 6th paragraph of the Report.

In reporting upon the expenditure of the Packet Service, the Comptroller and Auditor General remarks that a payment to the Colony of South Australia (which was made by deduction from an amount due from the Colony) of 3,712*l.* 10*s.*, is not included in the amount expended out of the Vote.

My Lords observe that the Grants for the Packet Service provide for the net expenditure only in respect of certain Colonial Mail Packet Services, the estimated proportions to be received from the Colonies being deducted from the total estimated expenditure; and they therefore presume that had the amount in question been charged in the Post Office books as a payment it would also necessarily have been recorded on the other side as a receipt from the Colony for the credit of the Vote, leaving the net expenditure precisely as stated in the Post Office Account.

It would consequently not be correct, whilst the Estimates are prepared in this manner, to increase the expenditure and the deficiency, as shown in the Account, by the addition of this amount.

Let an abstract be prepared of the total expenditure of the Votes for the Revenue Departments, for the year 1866-7, as compared with the Grants, amended in accordance with the Reports of the Comptroller and Auditor General, except as regards the two sums herein specially alluded to.

Let the following sums be surrendered out of the Grants for the current year:—

	£.	s.	d.
Customs - - - - -	14,043	16	11
Post Office - - - - -	85,997	1	3
Superannuations of Revenue Departments - - -	10,124	15	5

Acquaint the Paymaster General (as to Superannuations).

Let Votes for the following excesses of expenditure beyond the Grants be submitted to the House of Commons:—

	£.	s.	d.
Inland Revenue - - - - -	8,381	1	1
Packet Service - - - - -	1,089	13	8

Transmit copy of this Minute, and of the abstract, to the Commissioners of Customs, the Commissioners of Inland Revenue, the Postmaster General, and the Comptroller and Auditor General.

State to the Commissioners of Inland Revenue that the unexpended balance (245*l.* 1*s.* 4*d.*) of the Amount issued on account of the Metropolitan Hackney Carriage Act expenses should be recovered from the Receiver of the Metropolitan Police.

State to the Postmaster General that my Lords will be glad to receive his observations on the subjects alluded to in paragraphs 5 and 6 of the Comptroller and Auditor General's Report on the Account of the Post Office.

Let the Accounts and the Reports of the Comptroller and Auditor General be laid before the House of Commons, together with a copy of this Minute, and of the Abstract Statement of Expenditure.

COPIES of the ORIGINAL ACCOUNTS prepared by the REVENUE DEPARTMENTS, with the REPORTS of the COMPTROLLER and AUDITOR GENERAL thereon.

C U S T O M S.

ABSTRACT ACCOUNT of the AMOUNT expended out of the following GRANTS of PARLIAMENT for the Service of the Year 1866-7, contrasted with the Sums Voted.

Appendix.	YEAR 1866-7.	Amount		Amount		Expended more or less than Estimate.	
		Estimated.		Expended.		More.	Less.
		£.	s. d.	£.	s. d.	£.	s. d.
A.	Salaries of and allowances to the Board and officers of the Superintending Establishment at the Custom House, Thames-street, including travelling expenses, and the pay of extra clerks - - -	91,660	- -	89,801	2 9	-	- 1,858 17 3
B.	Salaries of and allowances to the officers on the Establishment of the Port of London, the pay of extra and glut officers, and incidental charges - -	258,923	- -	254,943	15 3	-	- 3,979 4 9
C.	Salaries of and allowances to the officers on the Establishment of the Port of Liverpool, the pay of extra and glut officers, and incidental charges - - -	107,040	- -	108,802	3 2	1,762	3 2 -
D.	Salaries of and allowances to the officers at the other ports and creeks in the United Kingdom, and at the inland bonding towns, the pay of extra and glut officers, and incidental charges - - -	324,570	- -	323,622	13 8	-	- 947 6 4
E.	Law charges, subsistence of prisoners, rewards for the capture of smugglers, rewards for seizures, and on account of penalties recovered, and expenses on account of seizures - - -	11,300	- -	3,684	17 3	-	- 7,615 2 9
	Expenses incurred by the Customs Department in the conduct of suits and prosecutions, or otherwise carrying into effect certain provisions of the Merchant Shipping Act, 17 & 18 Vict. c. 104 -	5,000	- -	3,598	2 8	-	- 1,401 17 4
	TOTALS - - - £.	798,493	- -	784,452	14 9	1,762	3 2 15,802 8 5
						More - - -	1,762 3 2
						TOTAL, Less - - - £.	14,040 5 3

Office of Comptroller General, Customs, }
London, 5 June 1867.

(signed) H. W. Dobell,
Comptroller General.

We certify that the foregoing is a correct Account.

(signed) T. F. Fremantle.
F. Goulburn.

I do hereby certify that the foregoing Account has been examined by officers under my directions, and that, subject to the observations contained in my Report, dated the 15th January 1868, accompanying this Account, the above is a correct statement of the expenditure of the sums granted by Parliament for the service of the Customs for the year 1866-7.

Dated this 15th day of January 1868.

(signed) Wm. Dunbar,
Comptroller General of Her Majesty's Exchequer, and
Auditor General of Public Accounts.

C U S T O M S .

REPORT of the COMPTROLLER and AUDITOR GENERAL on the CUSTOMS APPROPRIATION ACCOUNT for EFFECTIVE SERVICES, for the Year ended 31st March 1867.
(Prepared and submitted for the information of the House of Commons, in pursuance of the Act of 29 & 30 Vict. c. 39).

Exchequer and Audit Department,
15 January 1868.

THIS Account has been rendered to this Department in accordance with the requirements of the 24 & 25 Vict. c. 93.

The savings out of the Vote for the year ended 31st March 1866, viz., 120 *l.* 11 *s.* 7 *d.*, have been duly surrendered.

In the examination of the present account, the two following over-payments have been detected, and the errors admitted by the Accountant and Comptroller General of Customs, viz. :

In the accounts of the Port of Kirkaldy an over-payment to an "out-door officer" of 2 *l.* 1 *s.* 8 *d.*; and,

In those of the Port of Cork an over-payment to a boatman of 1 *l.* 10 *s.*

The expenditure under the head of "Ports and Creeks" (other than Liverpool) and "Bonding Towns (D.)," after deduction of these overcharges, amounting together to 3 *l.* 11 *s.* 8 *d.*, will stand at 323,619 *l.* 2 *s.*, instead of 323,622 *l.* 13 *s.* 8 *d.*, and the total expenditure will thus be reduced to 784,449 *l.* 3 *s.* 1 *d.*

The surplus to be surrendered will therefore amount to 14,043 *l.* 16 *s.* 11 *d.*, instead of 14,040 *l.* 5 *s.* 3 *d.*

I have, farther, to notice the following errors of classification :—

Two payments to messengers for out-door services, of 11 *l.* 8 *s.* 8 *d.* and 17 *l.* 3 *s.* 4 *d.* respectively, have been charged under the head of "Superintending Establishments (A.)," instead of "Port of London (B.);" and a payment of 6 *l.* 10 *s.*, as salary to an officer of the Secretary's Department, has been charged under the head of "Port of London," instead of that of the "Superintending Establishment."

Correcting these errors of classification, the amounts expended under the two foregoing heads respectively would be 89,779 *l.* 0 *s.* 9 *d.*, and 254,965 *l.* 17 *s.* 3 *d.*, instead of 89,801 *l.* 2 *s.* 9 *d.* and 254,943 *l.* 15 *s.* 3 *d.*, but without affecting the total expenditure as against the Vote or the balance of the account.

(signed) *Wm. Dunbar*,
Comptroller General of the Receipt and Issue of Her Majesty's Exchequer,
and Auditor General of Public Accounts.

INLAND REVENUE.

AN ACCOUNT of the SUMS Expended for CHARGES of COLLECTION by the INLAND REVENUE DEPARTMENT, in the Year ended 31st March 1867, compared with the Sums Estimated.

	EXPENDITURE.	ESTIMATED.	Expended more or less than Estimated.			
			More.		Less.	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Salaries and allowances of the Board, officers, and others on the Establishment in England	629,084 15 4	617,441 - -	11,643 15 4	-	-	-
Ditto - of the Establishment in Scotland	136,437 - 3 $\frac{1}{4}$	138,374 - -	-	-	1,936 19 8 $\frac{1}{4}$	-
Ditto - of the Establishment in Ireland	99,228 18 10	100,732 - -	-	-	1,503 1 2	-
Salaries to Distributors of Stamps and Collectors of Taxes in Scotland - - -	15,017 - -	15,020 - -	-	-	3 - -	-
Poundage to Distributors of Stamps - -	48,544 3 8	50,000 - -	-	-	1,455 16 4	-
Poundage to Clerks to Local Commissioners of Taxes - - - - -	68,418 12 11 $\frac{1}{2}$	66,000 - -	2,418 12 11 $\frac{1}{2}$	-	-	-
Poundage to Collectors and Assessors of Taxes	137,855 1 5 $\frac{1}{2}$	136,000 - -	1,855 1 5 $\frac{1}{2}$	-	-	-
Expenses of Receiving Officers in collecting the Duties - - - - -	15,979 11 8	16,000 - -	-	-	20 8 4	-
Purchase of buildings - - - - -	12,467 10 3	12,000 - -	467 10 3	-	-	-
Repairs of buildings - - - - -	4,123 3 3	3,000 - -	1,123 3 3	-	-	-
Printing permits and card wrappers - -	957 17 8	2,000 - -	-	-	1,042 2 4	-
Rent of offices, rates, and taxes - - -	15,941 15 5	16,000 - -	-	-	58 4 7	-
Postage and carriage of books and parcels -	22,052 - 4	20,000 - -	2,052 - 4	-	-	-
Rewards to officers - - - - -	10,656 4 9	11,000 - -	-	-	343 15 3	-
Expenses of metropolitan hackney carriages, per Act 16 and 17 Vict. c. 33 - - -	12,100 - -	12,100 - -	-	-	-	-
Printing and gumming receipt, draft, foreign bills of exchange, and other adhesive stamps, and paper for the same - - - - -	5,869 9 5	5,000 - -	869 9 5	-	-	-
Miscellaneous expenses - - - - -	78,767 7 10 $\frac{1}{2}$	84,200 - -	-	-	5,432 12 1 $\frac{1}{2}$	-
	1,313,500 13 2	1,304,867 - -	20,429 12 11 $\frac{3}{4}$	-	11,795 19 9 $\frac{3}{4}$	-
Deficiency of the Vote 1864-5 - - -	4,777 4 3	4,778 - -	-	-	- 15 9	-
£.	1,318,277 17 5	1,309,645 - -	20,429 12 11 $\frac{3}{4}$	-	11,796 15 6 $\frac{3}{4}$	-

Certified as correct.

(signed) *Frederick Gripper,*
Accountant and Comptroller General.

We certify that the foregoing is a correct Account.

Inland Revenue, }
22 November 1867. }

(signed) *W. H. Stephenson.*
James Disraeli.

I do hereby certify that the foregoing Account has been examined by officers under my directions, and that, subject to the observations contained in my Report, dated the 14th January 1868, accompanying this Account, the above is a correct statement of the expenditure of the sums granted by Parliament for the service of the Inland Revenue for the year 1866-7.

Dated this 15th day of January 1868.

Wm. Dunbar,
Comptroller General of Her Majesty's Exchequer,
and Auditor General of Public Accounts.

INLAND REVENUE.

REPORT of the COMPTROLLER and AUDITOR GENERAL on the APPROPRIATION ACCOUNT of the EFFECTIVE SERVICES of the INLAND REVENUE for the Year ended 31st March 1867. (Prepared and submitted for the information of the House of Commons, in pursuance of the 22nd and 32nd Sections of the Act of 29 & 30 Vict. c. 39.)

Exchequer and Audit Department, 14 January 1868.

THIS Account has been rendered to this Department by Frederick Gripper, Esq., the Accountant and Comptroller General of Inland Revenue, under the several heads of Estimate, in pursuance of the 24 & 25 Vict. c. 93.

There are but two points of any importance which I have to notice in this Account, and they both relate to charges against the Vote of Imprests or Advances, contrary to the express provisions of the Act under which the Account is rendered. In the first instance it appears that there has been issued to the Receiver of the Metropolitan Police, and charged against the Vote, the sum of 12,100*l.* for the expenses of carrying into effect the Metropolitan Hackney Carriage Act of 16 & 17 Vict. c. 33.

The sum so issued and charged is the full amount of the Vote, while the Police Accounts rendered to this Department show that the payments actually made for this Service amounted to 11,854*l.* 18*s.* 8*d.* only, which would appear to be the sum properly chargeable to the Vote.

The other case is that of an advance of 100*l.* to the Inspector General of the Irish Constabulary for the purchase of arms and "plain" clothes for the use of constables employed for the Excise Department in the suppression of illicit distillation; the whole of which is charged as expenditure against the Vote, under the head of "Miscellaneous Expenses."

The amount expended by the Inspector General was, however, only 93*l.* 5*s.*; and the balance, viz., 6*l.* 15*s.*, was refunded within the period of the Account.

The difference between the sums charged against the Vote and the sums expended, viz., 245*l.* 1*s.* 4*d.* in the former case, and 6*l.* 15*s.* in the latter, will lessen the amount of the deficiency on this Vote by the sum of 251*l.* 16*s.* 4*d.*, and leave the sum of 8,381*l.* 1*s.* 1*d.* to be provided for, as shown by the annexed statement.

(signed) *Wm. Dunbar,*

Comptroller General of the Receipt and Issue of Her Majesty's Exchequer,
and Auditor General of Public Accounts.

STATEMENT showing the Effect of the Examination in the EXCHEQUER and AUDIT DEPARTMENT on the APPROPRIATION ACCOUNT of the EFFECTIVE SERVICES of the INLAND REVENUE for 1866-7.

	Expenditure.	Estimated.	Expended More or Less than Estimated.	
			More.	Less.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Salaries and Allowances of the Board, Officers, and others, on the Establishment in England - - - - -	629,084 15 4	617,441 - -	11,643 15 4	-
Salaries and Allowances of the Board, Officers, and others, of the Establishment in Scotland - - - - -	136,437 - 3½	138,374 - -	- -	1,936 19 8½
Salaries and Allowances of the Board, Officers, and others, of the Establishment in Ireland - - - - -	99,228 18 10	100,732 - -	- -	1,503 1 2
Salaries to Distributors of Stamps and Collectors of Taxes in Scotland - - -	15,017 - -	15,020 - -	- -	3 - -
Poundage to Distributors of Stamps - - - - -	48,544 3 8	50,000 - -	- -	1,455 16 4
Poundage to Clerks to Local Commissioners of Taxes - - - - -	68,418 12 11½	66,000 - -	2,418 12 11½	-
Poundage to Collectors and Assessors of Taxes - - - - -	137,855 1 5½	136,000 - -	1,855 1 5½	-
Expenses of Receiving Officers in collecting the Duties - - - - -	15,979 11 8	16,000 - -	- -	20 8 4
Purchase of Buildings - - - - -	12,467 10 3	12,000 - -	467 10 3	-
Repairs of Buildings - - - - -	4,123 3 3	3,000 - -	1,123 3 3	-
Printing Permits and Card Wrappers - - - - -	957 17 8	2,000 - -	- -	1,042 2 4
Rent of Offices, Rates, and Taxes - - - - -	15,941 15 5	16,000 - -	- -	58 4 7
Postage and Carriage of Books and Parcels - - - - -	22,052 - 4	20,000 - -	2,052 - 4	-
Rewards to Officers - - - - -	10,656 4 9	11,000 - -	- -	343 15 3
Expenses of Metropolitan Hackney Carriages, per Act 16 & 17 Vict. c. 33 - - - - -	11,854 18 8	12,100 - -	- -	245 1 4
Printing and Gumming Receipt, Draft, Foreign Bills of Exchange, and other adhesive Stamps, and Paper for the same - - - - -	5,869 9 5	5,000 - -	869 9 5	-
Miscellaneous Expenses - - - - -	78,760 12 10½	84,200 - -	- -	5,439 7 1½
£.	1,313,248 16 10	1,304,867 - -	20,429 12 11½	12,047 16 1½
Deficiency of the Vote, 1864-5 - - - - -	4,777 4 3	4,778 - -	- -	- 15 9
£.	1,318,026 1 1	1,309,645 - -	20,429 12 11½	12,048 11 10½
Deduct, Expended less than the Vote - - -			12,048 11 10½	
Deficiency of the Vote for 1866-7 - - - £.			8,381 1 1	

POST OFFICE.

AN ACCOUNT showing the Appropriation of the SUMS VOTED by PARLIAMENT for the EFFECTIVE and NON-EFFECTIVE SERVICES of the POST OFFICE, and for the PACKET SERVICE, for the Year ended 31st March 1867.

Appendix.	1 8 6 6-7.	Amount Voted.			Amount Expended.			Surplus.			Deficiency.		
	SALARIES AND EXPENSES:	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
A.	Chief Offices: London, Dublin, and Edinburgh - - -	577,100	-	-	597,678	18	3½	-	-	-	20,578	18	3½
B.	Surveyors, &c.: United Kingdom - - -	41,925	-	-	41,442	13	9	482	6	3	-	-	-
C.	Provincial Establishments; England and Wales - -	523,245	-	-	521,373	19	6½	1,871	-	5½	-	-	-
D.	Ditto - Ireland - -	57,507	-	-	57,399	19	5	107	-	7	-	-	-
E.	Ditto - Scotland - -	79,516	-	-	79,968	9	10	-	-	-	452	9	10
F.	Establishments in the Colonies and Agents abroad - -	13,209	-	-	14,142	9	1½	-	-	-	933	9	1½
G.	Conveyance of Mails: United Kingdom - - -	763,462	-	-	779,784	9	9½	-	-	-	16,322	9	9½
H.	Buildings and Repairs - ditto	348,832	-	-	219,214	17	7	129,617	2	5	-	-	-
I.	Manufacture of Postage Labels	31,220	-	-	39,613	1	4¾	-	-	-	8,393	1	4¾
		2,436,016	-	-	2,350,618	18	8¾	132,077	9	8½	46,680	8	5¼
	Surplus to be surrendered -	-	-	-	85,397	1	3¼	-	-	-	85,397	1	3¼
	£.	2,436,016	-	-	2,436,016	-	-	132,077	9	8½	132,077	9	8½
	SUPERANNUATION AND COMPENSATION ALLOWANCES:												
A.	Superannuation Allowances -	65,778	13	4	63,613	8	10	2,165	4	6	-	-	-
B.	Compensation Allowances -	3,221	6	8	4,282	7	3	-	-	-	1,061	-	7
		69,000	-	-	67,895	16	1	2,165	4	6	1,061	-	7
	Surplus to be surrendered -	-	-	-	1,104	3	11	-	-	-	1,104	3	11
	£.	69,000	-	-	69,000	-	-	2,165	4	6	2,165	4	6
	PACKET SERVICE:												
	Contracts - - - -	813,223	-	-	813,386	15	4	-	-	-	163	15	4
	Allowances to Government Agents on board Mail Packets, and other Expenses - -	7,941	-	-	8,866	18	4	-	-	-	925	18	4
		821,164	-	-	822,253	13	8	-	-	-	1,089	13	8
	Deficiency - - -	1,089	13	8	-	-	-	1,089	13	8	-	-	-
	£.	822,253	13	8	822,253	13	8	1,089	13	8	1,089	13	8

(signed) W. Court,
Principal Book-keeper.
General Post Office,
June 1867.

(signed) Geo. Chetwynd,
Receiver and Accountant General.
(signed) Montrose,
Postmaster General.

I do hereby certify that the foregoing Account has been examined by officers under my directions, and that, subject to the observations contained in my Report, dated the 15th instant, accompanying this Account, the above is a correct statement of the expenditure of the sums granted by Parliament for the Post Office Service for the year 1866-7.

Exchequer and Audit Department,
15 January 1868.

(signed) Wm. Dunbar,
Comptroller General of Her Majesty's Exchequer,
and Auditor General of Public Accounts.

POST OFFICE.

REPORT of the COMPTROLLER and AUDITOR GENERAL on the POST OFFICE APPROPRIATION ACCOUNT for the Year ended 31st March 1867. (Prepared and submitted for the information of the House of Commons, in pursuance of the 22nd and 32nd Sections of the Act 29 & 30 Vict. c. 39.)

Exchequer and Audit Department,
15 January 1868.

THIS Account has been rendered to this Department in accordance with the requirements of the 24 & 25 Vict. c. 93, and is so framed as to exhibit, in separate statements, the Appropriation of the several Grants Voted by Parliament for the following Services :—

The General Service;
The Packet Service;
The Non-Effective Services.

According to previous practice I propose to offer such observations as have suggested themselves in the examination of the Account, under each of these divisions.

(1.) I have to report, in the first place, that, in accordance with the Treasury Minute of the 11th February 1867, the following Sums, being Savings out of the Votes for the Effective Services of the Post Office for the preceding year, were surrendered to the Exchequer on the 1st April last, viz.:

	£.	s.	d.
General Service - - - - - -	1,292	8	6 $\frac{3}{4}$
Packet Service - - - - - -	5,170	6	3

THE GENERAL SERVICE.

(2.) Under the Head “ Chief Offices, London, Dublin, and Edinburgh,” (Sub-Estimate A.) there are charged as Law Costs, payments to Surveyors employed on business connected with the enlargement of the General Post Office, under the provisions of the Post Office Extension Act of 28 & 29 Vict. c. 87, amounting to 2,286 *l.* 15 *s.*, and also a payment of 5 *l.* for a shoring used in the Works connected therewith, amounting together to 2,291 *l.* 15 *s.* These payments, not being in the nature of law charges, should, as it appears to me, have been charged to the Vote under the head of Buildings (Sub-Estimate H.).

(3.) In the charge against the Vote, under the head of “ Buildings,” is included a sum of 54,607 *l.* 18 *s.* 7 *d.* for Works on Post Office Buildings, executed by the Commissioners of Works and Public Buildings.

This charge is founded on quarterly certificates from the Board of Works of the sums expended by them on Post Office Buildings. Upon reference, however, to the Account rendered to this Department by the Board of Works for the year 1866–7, it would appear that the amount so expended was 54,507 *l.* 18 *s.* 7 *d.* only, the difference (100 *l.*) having been spent on the premises belonging to the Post Office Savings Banks, the Expenses of which are chargeable to the Commissioners for the Reduction of the National Debt.

(4.) Under the head of Chief Offices there is a charge against the Vote of 500 *l.* awarded to Mr. Scudamore, for his services in the organization of the business of the Post Office Savings Banks and Government Annuities and Insurances.

In the opinion of the late Commissioners of Audit, in which I concur, this payment has been erroneously charged to the Post Office Vote, and a copy of the correspondence which has taken place with the Treasury on the subject is herewith submitted.

(5.) The Commissioners for Auditing Public Accounts, in their Reports on the Post Office Appropriation Accounts for the years 1863–4 and 1864–5, remarked upon the absence of Accounts of the Expenditure relating to the Provincial Post Offices. I have now further to notice that no Accounts have been rendered for the newly-established Metropolitan District Post Offices. These offices were, till lately, part of the general London Establishment; and although now detached and put upon the same footing as the Provincial Post Offices, the salaries of the persons employed in them are still included in one general Establishment authorised by the Treasury for the whole of London.

This arrangement is attended with the following consequences :—

In the first place the salaries and contingencies of the detached offices are altogether withdrawn from examination by this Department; and, in the second place, it is obviously impossible to ascertain from the Accounts of the remaining portion of the London establishment alone, whether the authorised number of officers on the general establishment is exceeded or not.

This Department has, therefore, now ceased to have any check on the number of persons employed in the Post Office, both in London and the provinces.

(6.) On the subject of the application of void money orders or other public moneys, not voted by Parliament to the Service of the Post Office, it may be sufficient that I should refer to the Report of the late Commissioners for Auditing Public Accounts on the Post Office Appropriation Account for 1865-6, dated 9th January 1867.

PACKET SERVICE.

(7.) The only observation I have to make under this head of Service has reference to a payment to the Colony of South Australia, on account of the contribution of the Post Office to the Branch Packet Service between King George's Sound and Adelaide, of 3,712*l.* 10*s.*, which is not included in the "amount expended" out of the Vote. The omission of this sum appears to have arisen from the mode in which the payment was made, viz., by deduction, in an Account current with Australia, from the claims of the Post Office against that Colony.

(8.) The effect which the adoption of the suggestions involved in the foregoing observations would have on the Account under consideration is shown in the annexed Statement.

NON-EFFECTIVE SERVICES.

These having been provided for in one and the same Vote with the Non-Effective Services of the Customs and Inland Revenue, will be, together with them, the subject of a separate Report.

(signed) *Wm. Dunbar*, Comptroller General
of the Receipt and Issue of Her Majesty's Exchequer, and
Auditor General of Public Accounts.

STATEMENT showing the Effect of the Examination in the EXCHEQUER and AUDIT DEPARTMENT on the APPROPRIATION ACCOUNTS of the EFFECTIVE SERVICES of the POST OFFICE for 1866-7.

—	1866-7.	Voted.			Expended.			Surplus.			Deficiency.		
	GENERAL SERVICE:	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
A.	Chief Offices, London, Dublin, and Edinburgh - -	577,100	-	-	594,887	3	3½	-	-	-	17,787	3	3½
B.	Surveyors, &c. - - -	41,925	-	-	41,442	13	9	482	6	3	-	-	-
C.	Provincial Establishments in England and Wales -	523,245	-	-	521,373	19	6½	1,871	-	5½	-	-	-
D.	Provincial Establishments in Ireland - - - - -	57,507	-	-	57,399	19	5	107	-	7	-	-	-
E.	Provincial Establishments in Scotland - - - -	79,516	-	-	79,968	9	10	-	-	-	452	9	10
F.	Establishments in the Colonies, and Agents Abroad -	13,209	-	-	14,142	9	1½	-	-	-	933	9	1½
G.	Conveyance of Mails - -	763,462	-	-	779,784	9	9½	-	-	-	16,322	9	9½
H.	Buildings and Repairs -	348,832	-	-	221,406	12	7	127,425	7	5	-	-	-
I.	Manufacture of Postage Labels - - - - -	31,220	-	-	39,613	1	4½	-	-	-	8,393	1	4½
		2,436,016	-	-	2,350,018	18	8½	129,885	14	8½	43,888	13	5½
	Surplus to be surrendered -	-	-	-	85,997	1	3½	-	-	-	85,997	1	3½
		2,436,016	-	-	2,436,016	-	-	129,885	14	8½	129,885	14	8½
PACKET SERVICE:													
Contracts - - - - -		813,223	-	-	817,099	5	4	-	-	-	3,876	5	4
Allowances to Government Agents on board Mail Packets, and other Expenses - - - - -		7,941	-	-	8,866	18	4	-	-	-	925	18	4
		821,164	-	-	825,966	3	8	-	-	-	4,802	3	8
	Deficiency - - -	4,802	3	8	-	-	-	4,802	3	8	-	-	-
	£.	825,966	3	8	825,966	3	8	4,802	3	8	4,802	3	8

(No. 427.)

Exchequer and Audit Department,
9 February 1867.

My Lords,

WE have the honour to represent that in the accounts of the expenses of the Post Office for 1866-7 is included a payment of 500 *l.* to Mr. Scudamore, being the sum awarded to him for his services in the organization of the Post Office Savings Banks and the Post Office Insurances and Annuities, which payment, in pursuance of Mr. Childers' letter of 6th July 1866, is charged to the contingencies of the General Post Office.

These services, however, are perfectly distinct from that of the Post Office itself, the business being transacted with the depositors, the insurers, and the annuitants, on the part of the Commissioners for the Reduction of the National Debt, by whom the profits are received and the expenses paid.

As the National Debt Office is alone pecuniarily concerned in the establishments which Mr. Scudamore was instrumental in organizing, we would beg to submit whether the Postmaster General should not be instructed to recover the sum of 500 *l.* paid to Mr. Scudamore in the same manner that other payments on account of the establishments in question are recovered from the National Debt Office, in such proportion from each establishment as your Lordships may think proper to direct.

The Lords Commissioners of
Her Majesty's Treasury,
&c. &c. &c.

We have, &c.
(signed) *Wm. Dunbar.*
Wm. L. Maberly.

(No. 2600.)

Gentlemen,

Treasury Chambers, 27 February 1867.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you, with reference to your Report of the 9th instant, that my Lords are of opinion that the gratuity of 500 *l.* awarded to Mr. Scudamore, in testimony of the high sense entertained by Her Majesty's Government of the ability and exertions displayed by him in connection with the establishment of the Post Office Savings Banks and the Post Office Annuity and Insurance System, is properly chargeable to the fund from which it has been paid. The Post Office Savings Bank Act, 24 Vict. c. 14, directs that all expenses incurred in the execution of the Act shall be paid out of savings banks moneys, but my Lords do not consider that the gratuity granted to Mr. Scudamore can be deemed an expense of the description referred to in the Act; and with regard to the Post Office Insurances and Annuities Act (27 & 28 Vict. c. 43), the services rendered by Mr. Scudamore were rendered to the Post Office preliminary to the passing of the Act.

The Commissioners of Audit.

I am, &c.
(signed) *George Ward Hunt.*

NON-EFFECTIVE SERVICES.

ACCOUNT of the SUMS Expended for SUPERANNUATION and COMPENSATION ALLOWANCES, PENSIONS, and other NON-EFFECTIVE CHARGES, in the Year ended 31st March 1867, compared with the Sums Voted.

C U S T O M S.

(VOTE No. 4.)

Appendix.	YEAR 1866-7.	Amount Voted.	Amount Expended.	Expended More or Less than Vote.	
				More.	Less.
	CUSTOMS :	£. s. d.	£. s. d.	£. s. d.	£. s. d.
A.	Superannuation Allowances - - -	95,359 - -	91,910 7 11	- - -	3,448 12 1
B.	Compensation Allowances - - -	66,337 - -	67,629 6 4	1,292 6 4	- - -
C.	Pensions and Gratuities - - -	548 - -	575 2 5	27 2 5	- - -
	TOTAL Customs - - £.	162,244 - -	160,114 16 8	1,319 8 9	3,448 12 1
	COAST GUARD AND REVENUE CRUISERS :				
D.	Superannuation Allowances - - -	35,670 - -	33,419 7 1	- - -	2,250 12 11
E.	Compensation Allowances - - -	952 - -	1,515 9 10	563 9 10	- - -
F.	Pensions - - - - -	4,393 - -	4,192 16 -	- - -	200 4 -
	TOTAL Coast Guard - - £.	41,015 - -	39,127 12 11	563 9 10	2,450 16 11
	COLONIES :				
G.	Superannuation Allowances - - -	3,545 - -	3,346 3 10	- - -	198 16 2
H.	Compensation Allowances - - -	10,096 - -	8,733 15 5	- - -	1,362 4 7
	TOTAL Colonies - - - £.	13,641 - -	12,079 19 3	- - -	1,561 - 9
	GRAND TOTAL - - - £.	216,900 - -	211,322 8 10	1,882 18 7	7,460 9 9
				More - - - £.	1,882 18 7
				TOTAL, Less - - - £.	5,577 11 2

Office of Comptroller General, Custom House, }
London, 5 June 1867.

(signed) H. W. Dobell,
Comptroller General.

We certify that the foregoing is a correct account.

(signed) T. F. Fremantle.
F. Goulburn.

I do hereby certify that the foregoing Account has been examined by officers under my directions, and that, subject to the observations contained in my Report, dated the 15th January 1868, on the Appropriation Accounts of the Non-Effective Services of the Revenue Departments, the above is a correct statement of the expenditure of the sums granted by Parliament for the Non-Effective Services of the Customs for the year 1866-7.

Dated this 15th day of January 1868.

(signed) Wm. Dunbar,
Comptroller General of Her Majesty's Exchequer, and
Auditor General of Public Accounts.

INLAND REVENUE.

VOTE No. 4.	Expended.	Voted.	Expended More or Less than Voted.	
			More.	Less.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Superannuation Allowances - - - -	156,377 3 11	153,302 - -	3,075 3 11	—
Compensation Allowances - - - -	21,509 16 10	27,242 - -	- -	5,732 3 2
Pensions and Gratuities - - - -	6,313 18 11	7,100 - -	- -	786 1 1
£.	184,200 19 8	187,644 - -	3,075 3 11	6,518 4 3

Certified as correct.

Inland Revenue, 26 September 1867. (signed) Frederick Gripper, Chief Accountant.

We certify that the foregoing is a correct account.

(signed) W. H. Stephenson.
A. Montgomery.

I do hereby certify that the foregoing Account has been examined by officers under my directions, and that the above is a correct statement of the expenditure of the sums granted by Parliament for the Non-Effective Services of the Inland Revenue Department for the year 1866-7.

(signed) Wm Dunbar,
Comptroller General of Her Majesty's Exchequer, and
Auditor General of Public Accounts.

Dated this 15th day of January 1868.

POST OFFICE.

Appendix.	1 8 6 6-7.	Amount Voted.	Amount Expended.	Surplus.	Deficiency.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.
	SUPERANNUATION AND COMPENSATION ALLOWANCES :				
A.	Superannuation Allowances -	65,778 13 4	63,613 8 10	2,165 4 6	—
B.	Compensation Allowances -	3,221 6 8	4,282 7 3	- -	1,061 - 7
		69,000 - -	67,895 16 1	2,165 4 6	1,061 - 7
	Surplus to be surrendered -	- - -	1,104 3 11	- -	1,104 3 11
	£.	69,000 - -	69,000 - -	2,165 4 6	2,165 4 6

(signed) W. Court,
Principal Book-keeper.
General Post Office, June 1867.

(signed) Geo. Chetwynd.
Receiver and Accountant General.
(signed) Montrose, Postmaster General.

I do hereby certify that the foregoing Account has been examined by officers under my directions, and that the above is a correct statement of the expenditure of the sums granted by Parliament for the Non-Effective Services of the Post Office for the year 1866-7.

Dated this 15th day of January 1868.

Wm. Dunbar,
Comptroller General of Her Majesty's Exchequer, and
Auditor General of Public Accounts.

SUPERANNUATIONS.

REPORT of the COMPTROLLER and AUDITOR GENERAL on the ACCOUNTS of the APPROPRIATION of the PARLIAMENTARY GRANT for the NON-EFFECTIVE SERVICES of the CUSTOMS, the INLAND REVENUE, and the POST OFFICE, for the Year ended the 31st March 1867. (Prepared and submitted for the information of the House of Commons, in pursuance of the Act of the 29 & 30 Vict. c. 39.)

Exchequer and Audit Department,
15 January 1868.

THESE Accounts have been rendered in conformity with the requirements of the provisions of the 24 & 25 Vict. c. 93.

The Balance of Savings out of the Vote for the year ended the 31st March 1866, viz., 15,726*l.* 10*s.* 10*d.*, have been duly surrendered.

Four slight errors of classification, not affecting the amount of the charge against the Vote, occur in the Account of the Customs Non-Effective Services, viz., 19*s.* 9*d.*, 1*l.* 1*s.* 5*d.*, and 1*l.* 1*s.* 8*d.*, charged to "Customs Superannuations" (A.), instead of to "Customs Compensations" (B.), "Customs Pensions" (C.), and "Coast Guard Superannuations" (D.) respectively; and 1*l.* 5*s.* charged to "Coast Guard Superannuations" (D.) instead of "Coast Guard Pensions" (F.).

There is appended to this Report a summary of the three Accounts above mentioned, in which the Expenditure for the Non-Effective Services of the three Revenue Departments is compared with the Estimate for each, and the total Expenditure, with the amount of the Grant, showing a Balance or Savings to be surrendered of 10,124*l.* 15*s.* 5*d.*

(signed) *Wm. Dunbar*, Comptroller General
of the Receipt and Issue of Her Majesty's Exchequer, and
Auditor General of Public Accounts.

										£.	s.	d.
Amount of the Grant - - - - -										473,544	-	-

REVENUE DEPARTMENTS.

1866-7.

ACCOUNTS showing the APPROPRIATION of the
Sums granted by PARLIAMENT for the SALARIES
and other EFFECTIVE SERVICES, and for the
SUPERANNUATIONS and other NON-EFFECTIVE
SERVICES of the several REVENUE DEPART-
MENTS, for the Year ended on the 31st day of
March 1867; with Reports of the Comptroller
and Auditor General thereon.

(Prepared pursuant to Act 29 & 30 Vict. c. 39.)

*Ordered, by The House of Commons, to be Printed,
17 February 1868.*

REVENUE (IRELAND).

RETURN to an Order of the Honourable The House of Commons,
dated 15 June 1868;—for,

AN ABSTRACT “of the NET PRODUCE of the REVENUE of *Ireland* paid into the Exchequer in the Year ended the 31st day of March 1868 :”

“ACCOUNTS of the NET PUBLIC INCOME and EXPENDITURE of *Ireland* for the Year ended the 31st day of March 1868 :”

“Of the Amount of DUTIES of EXCISE Collected in each Inland Revenue District of *Ireland*, in the Year ended the 31st day of March 1868 :”

“Of the Amount of DUTIES of CUSTOMS Collected at each Port of *Ireland*, in the Year ended the 31st day of March 1868 :”

“And, of the Amount of STAMP DUTIES Collected in *Dublin*, and in each Stamp District of *Ireland*, in the Year ended the 31st day of March 1868 (in continuation of Parliamentary Paper, No. 530, of Session 1867).”

ABSTRACT of the GROSS REVENUE of *Ireland* in the Year ended 31st March 1868.

	£.	s.	d.
Customs - - - - -	2,146,000	-	-
Excise - - - - -	3,376,000	-	-
Stamps - - - - -	591,971	18	1
Income Tax - - - - -	362,580	7	3
Post Office - - - - -	330,357	19	4½
Miscellaneous - - - - -	36,390	7	8
£.	6,843,300	12	4½

Note.—This Account shows the amounts paid into the Exchequer in the year, including the payments into the Exchequer in *England* in respect of the Revenue of *Ireland*.

ABSTRACT of the NET PRODUCE of the REVENUE of *Ireland* paid into the Exchequer in the Year ended 31st March 1868.

	£.	s.	d.
Customs - - - - -	1,986,000	-	-
Excise - - - - -	3,246,000	-	-
Stamps - - - - -	577,000	-	-
Property and Income Tax - - - - -	331,000	-	-
Post Office - - - - -	—	-	-
Miscellaneous - - - - -	36,390	7	8
£.	6,176,390	7	8

Note.—This Account shows the Net Receipts in *Ireland*, and does not include the amount advanced from the Revenue, and repaid from Votes, for charges of collection, &c.

Whitehall, Treasury Chambers, }
15 July 1868.

G. Selater-Booth.

AN ACCOUNT of the NET PUBLIC INCOME and EXPENDITURE of *Ireland* for the Year ended 31st March 1868.

INCOME.				EXPENDITURE.			
		£.	s. d.		£.	s. d.	£. s. d.
Customs	- - - - -	1,986,000	- -	CONSOLIDATED FUND SERVICES:			
Excise	- - - - -	3,246,000	- -	Interest of Public Funded Debt, &c., payable in Ire-	1,188,654	1 3	
Stamps	- - - - -	577,000	- -	land - - - - -	278,014	18 -	
Property and Income Tax	- - - - -	331,000	- -	Other Payments - - - - -			1,466,668 10 3
Post Office	- - - - -	-		SUPPLY SERVICES:			
Miscellaneous	- - - - -	36,390	7 8	Army - - - - -	3,560,000	- -	
				Navy - - - - -	-		
				Miscellaneous Civil Services - - - - -	1,594,524	18 8	
				Packet Service - - - - -	-		
							5,154,524 18 8
Total Net Income	- - - £.	6,176,390	7 8	Total Net Expenditure	- - - £.		6,621,193 17 11

Note.—This Account shows only the Income and Expenditure of the Exchequer in *Ireland*.

Whitehall, Treasury Chambers, }
16 July 1868.

G. Selater-Booth.

A RETURN of the Amount of DUTIES of EXCISE in each Inland Revenue District of *Ireland*, in the Year ended 31st March 1868.

Excise Collections.	Amount of Duties.	Excise Collections.	Amount of Duties.
	£. s. d.		£. s. d.
Athlone - - - -	80,032 19 8½	Galway - - - -	61,132 14 7
Bandon - - - -	125,551 16 1½	Limerick - - - -	76,857 15 -
Belfast - - - -	859,391 12 4½	Londonderry - - - -	197,520 19 9½
Carlow - - - -	168,977 9 9¾	Sligo - - - -	78,544 8 7½
Coleraine - - - -	117,298 18 7¾	Waterford - - - -	98,832 19 1½
Cork - - - -	504,897 6 2½	Wexford - - - -	147,017 2 10½
Dundalk - - - -	310,682 19 1¾		
Dublin - - - -	888,701 3 2½	TOTAL - - - £.	3,715,440 5 1¾

Inland Revenue Office, }
14 July 1868.

Fred. Gripper,
Accountant and Comptroller General.

AN ACCOUNT of the Amount of DUTIES of CUSTOMS Collected at each Port of *Ireland*, in the Year ended the 31st day of March 1868.

PORTS OF IRELAND.	GROSS AMOUNT of CUSTOMS DUTIES (excluding Casual and Miscellaneous Receipts). Year ended 31 March 1868.	PORTS OF IRELAND.	GROSS AMOUNT of CUSTOMS DUTIES (excluding Casual and Miscellaneous Receipts). Year ended 31 March 1868.
	£.		£.
Ballina - - - -	2,651	New Ross - - - -	17,692
Belfast - - - -	324,779	Newry - - - -	18,452
Coleraine - - - -	5,835	Skibbereen - - - -	235
Cork - - - -	325,796	Sligo - - - -	27,567
Drogheda - - - -	2,592	Tralee - - - -	15,959
Dublin - - - -	1,028,455	Waterford - - - -	79,499
Dundalk - - - -	27,669	Westport - - - -	908
Galway - - - -	17,530	Wexford - - - -	7,195
Limerick - - - -	111,233	Youghal - - - -	1,006
Londonderry - - - -	135,519	TOTAL - - - £.	2,150,572

Office of the Inspector General of Imports
and Exports, Custom House, London, }
29 June 1868.

Edw. Bernard,
Inspector General.

STAMPS.

AN ACCOUNT of the AMOUNT of STAMP DUTIES Collected in *Dublin*, and in each Stamp District in *Ireland*, in the Year ended 31st March 1868.

STAMP DISTRICTS.	Year ended 31 March 1868.		
	£.	s.	d.
Dublin - - - - -	430,791	15	9
Antrim - - - - -	54,344	16	1 $\frac{1}{2}$
Armagh - - - - -	8,109	19	5 $\frac{1}{2}$
Cork - - - - -	31,090	17	6
Donegal - - - - -	2,096	13	5 $\frac{1}{2}$
Down - - - - -	5,567	14	9 $\frac{1}{2}$
Downpatrick - - - - -	945	16	9 $\frac{1}{2}$
Drogheda and Meath - - - - -	1,673	8	9 $\frac{1}{2}$
Fermanagh and Cavan - - - - -	3,767	6	6
Galway - - - - -	3,354	9	2 $\frac{1}{2}$
Kerry - - - - -	3,408	14	-
Kilkenny, Carlow, and Kildare - - - - -	7,404	13	5 $\frac{1}{2}$
King's and Queen's Counties, Athlone, and Westmeath - - - - -	3,551	-	1
Leitrim, Longford, and Roscommon - - - - -	2,389	18	8 $\frac{1}{2}$
Limerick and Clare - - - - -	10,057	12	7
Londonderry - - - - -	13,020	1	3 $\frac{1}{2}$
Louth and Monaghan - - - - -	3,375	10	8
Mayo - - - - -	2,069	15	1 $\frac{1}{2}$
Sligo - - - - -	3,340	8	3 $\frac{1}{2}$
Tipperary - - - - -	4,866	14	7 $\frac{1}{2}$
Tyrone - - - - -	5,624	11	10 $\frac{1}{2}$
Waterford - - - - -	7,304	6	1 $\frac{1}{2}$
Wexford - - - - -	3,919	7	6 $\frac{1}{2}$
Wicklow - - - - -	509	12	2 $\frac{1}{2}$
TOTAL - - - £.	612,585	5	- $\frac{1}{2}$

Inland Revenue Office, }
14 July 1868.

Fred. Gripper,
Accountant and Comptroller General.

REVENUE (IRELAND).

ACCOUNTS of REVENUE and EXPENDITURE,
and DUTIES of CUSTOMS, EXCISE, and STAMPS,
Ireland (in continuation of Parliamentary
Paper, No. 530, of Session 1867).

(*General Dunne.*)

*Ordered, by The House of Commons, to be Printed,
24 July 1867.*

RUSSIAN DUTCH LOAN.

AN ACCOUNT of the SUMS which have been paid and applied within the Year 1867, by virtue of an Act, 55 Geo. 3, c. 115, intituled, "An Act for carrying into effect a Convention between His Majesty, and the King of the Netherlands, and the Emperor of All the Russias, for paying and satisfying the Interest on the part of the Loan therein agreed to be borne by His Majesty, on all or any of the Securities therein mentioned, and towards paying and satisfying the Principal thereof (in case the Principal of any of the said Securities shall have been paid), and also for paying the Expenses of carrying the said Act into execution, and the Sinking Fund for the Extinction of the same."

Dr.				Cr.			
DATE.	PARTICULARS.	PRINCIPAL.	Interest at 5 per Cent. per Annum.	DATE.	PARTICULARS.	PRINCIPAL.	Interest at 5 per Cent. per Annum.
1867:							
30 June	To original portion of the Loan guaranteed by Great Britain in the year 1815 - - -	25,000,000	—	1867:	By amount of Principal paid off by the Sinking Fund from the 1st January 1816 to the 31st December 1866 - - - - -	12,750,000	—
31 December	To half-year's interest accrued on 250,000 florins, the amount of the Sinking Fund - - -	-	6,250		By amount of Bills drawn this month by Messrs. Hope & Co., of Amsterdam, agents to the Russian Government, for the Sinking Fund for the year ending 31 December 1867, at the rate of one per cent. on 25,000,000 florins, with interest on 250,000 florins for six months to the 30th June 1867 - - - - -	250,000	6,250
	To one year's interest accrued on 12,000,000 florins, the Principal remaining due, after deducting 250,000 florins for Sinking Fund paid in June 1867 - - - - -	-	600,000	31 December	By amount of Bills drawn this month by Messrs. Hope & Co., for one year's interest to 31st December 1867, on the capital unliquidated at that date - - - - -	-	600,000
				"	By balance of Principal remaining due on the 31st December 1867 - - - - -	12,000,000	—
		Florins - - -	606,250			25,000,000	606,250

N.B.—The Sterling sums paid out of the Consolidated Fund were,—

	£.	s.	d.
In June 1867 - - - - -	21,681	8	5
In December 1867 - - - - -	50,658	7	5
TOTAL AMOUNT for Interest and Sinking Fund - - - £.	72,339	15	10

RUSSIAN DUTCH LOAN.

AN ACCOUNT of the Sums which have been
Paid and Applied within the Year 1867, on
account of the Russian Dutch Loan.

(Presented pursuant to Act 55 Geo. 3, c. 115.)

*Ordered, by The House of Commons, to be Printed,
17 February 1868.*

SARDINIAN LOAN.

AN ACCOUNT of the TOTAL SUMS issued out of the CONSOLIDATED FUND, and advanced to His Majesty the King of *Sardinia*, by virtue of the Acts 18 Vict. cap. 17, and 19 & 20 Vict. cap. 39; and also of the Sums received to 31st December 1867, for Interest and Sinking Fund thereof.

	INTEREST AND SINKING FUND.			PRINCIPAL.		
	£.	s.	d.	£.	s.	d.
ISSUED out of the Consolidated Fund in full of the Sardinian Loan in the years 1855 and 1856	-	-	-	2,000,000	-	-
RECEIVED in the following years, for Interest and Sinking Fund on the above Loan at 4 per Cent. per Annum :						
Interest:—1855	-	-	-	7,500	-	-
1856	-	-	-	37,350	3	9
1857	-	-	-	59,391	6	5
1858	-	-	-	58,769	3	11
1859	-	-	-	58,127	10	-
1860	-	-	-	57,466	8	-
1861	-	-	-	56,785	6	5
1862	-	-	-	56,083	13	2
1863	-	-	-	55,360	15	9
1864	-	-	-	54,616	1	3
1865	-	-	-	53,848	16	8
1866	-	-	-	53,058	8	4
1867	-	-	-	52,244	2	1
Sinking Fund:—1855	-	-	-	£. 2,500	-	-
1856	-	-	-	12,450	1	3
1857	-	-	-	20,808	8	7
1858	-	-	-	21,230	16	1
1859	-	-	-	21,872	10	-
1860	-	-	-	22,533	12	-
1861	-	-	-	23,214	13	7
1862	-	-	-	23,916	6	10
1863	-	-	-	24,639	4	3
1864	-	-	-	25,383	18	9
1865	-	-	-	26,151	3	4
1866	-	-	-	26,941	11	8
1867	-	-	-	27,755	17	11
					279,398	4 3
SUM remaining to be discharged	-	-	-	£.	1,720,601	15 9

Whitehall, Treasury Chambers,
13 February 1868.

GEORGE WARD HUNT.

SARDINIAN LOAN.

ACCOUNT of the Total Sums issued out of the CONSOLIDATED FUND, and advanced to His Majesty the King of *Sardinia*, by virtue of the Acts 18 Vict. cap. 17, and 19 & 20 Vict. cap. 39; and also of the Sums received to 31 December 1867, for Interest and Sinking Fund thereof.

(Presented pursuant to Acts 18 Vict. c. 17, s. 3, and
19 & 20 Vict. c. 39.)

*Ordered, by The House of Commons, to be Printed,
17 February 1868.*

SAVINGS BANKS.

1867.

RETURN to an Order of the Honourable The House of Commons,
dated 9 March 1868;—for,

RETURN “from each SAVINGS BANK in *England* and *Wales*, *Scotland*, and *Ireland*, containing, in Columns, the Names of the OFFICERS, their respective SALARIES, and other ALLOWANCES, if any; the Amount of SECURITY each gives; the Number of ACCOUNTS remaining Open; the TOTAL AMOUNT Owing to DEPOSITORS; the TOTAL AMOUNT Invested with the COMMISSIONERS for the REDUCTION of the NATIONAL DEBT; the Rate of INTEREST Paid to DEPOSITORS on the various Amounts of Deposit, and the AVERAGE RATE of INTEREST on all ACCOUNTS; and the TOTAL AMOUNT of the separate SURPLUS FUND, on the 20th day of November 1867; the Rate per Centum per Annum on the Capital of the Bank for the EXPENSES of MANAGEMENT; the Annual Number of RECEIPTS from DEPOSITORS; the Annual Number of PAYMENTS; the Average Amount of RECEIPTS; the Average Amount of PAYMENTS; the Number and Amount of ANNUITIES Granted; the Annual EXPENSES of MANAGEMENT, inclusive of all PAYMENTS and SALARIES, for the Year ended the 20th day of November 1867; also, the Year in which Business commenced in each Bank, and the Name of the Day or Days, and the Number of Hours in the Week, on which the Banks are Open for the Deposit and Withdrawal of Monies; including in such Return a List of all such Savings Banks as, under the Provisions of the Act 26 Vict. c. 14, or otherwise, have been Closed and have Transferred their Funds, or any part thereof, to the POST OFFICE SAVINGS BANK; showing, in each Case, the Number of such Banks, as well as the Number and Amount of Depositors’ Accounts so Transferred, and the Amount of Compensation, if any, made to all or any of the Officers of such Banks respectively; and showing also the Years in which such Banks were respectively Opened and Closed, and the Number and Amount of their Depositors’ Balances, and the Number of Days and Hours in each Week on which the same Banks were Open for Public Business at the Close of the Year (ending on the 20th day of November) next preceding the Date of such Closing; distinguishing the same, as in the Form of the Return, for each Separate County, as well as Collectively, for *England* and *Wales*, *Scotland* and *Ireland*, and for the United Kingdom (in continuation of Parliamentary Paper, No. 403, of Session 1867).”

[Prepared under the directions of the Commissioners for the Reduction of the National Debt, from the Accounts rendered to their Office by the several Savings Banks in the United Kingdom.]

National Debt Office, }
24 June 1868.

A. Y. SPEARMAN,
Comptroller General.

(*Viscount Cranborne.*)

Ordered, by The House of Commons, to be Printed,
7 July 1868.

RETURN from each SAVINGS BANK in *England and Wales, Scotland, and Ireland*, containing, in Columns, the Names of of Accounts remaining Open; the TOTAL AMOUNT Owning to DEPOSITORS; the TOTAL AMOUNT Invested with the Amounts of Deposit, and the AVERAGE RATE of INTEREST on all ACCOUNTS; and the TOTAL AMOUNT of the separate EXPENSES of MANAGEMENT; the Annual Number of RECEIPTS from DEPOSITORS; the Annual Number of PAYMENTS; the Annual EXPENSES of MANAGEMENT, inclusive of all PAYMENTS and SALARIES, for the Year ended the 20th day of Number of Hours in the Week on which the Banks are Open for the Deposit and Withdrawal of Monies; including in and have Transferred their Funds, or any part thereof, to the Post Office Savings Banks; showing, in each case, the Number any, made to all or any of the Officers of such Banks respectively; and showing also the Years in which such Banks were in each Week on which the same Banks were open for Public Business at the Close of the Year (ending on the 20th Day County, as well as collectively, for *England and Wales, Scotland, and Ireland*, and for the United Kingdom.

ENGLAND AND WALES.

1.	2.		3.		4.		5.		6.		7.		8.		9.		10.	
COUNTY.	Number of Officers		Amount of Security given		Salaries and Allowances of the Paid Officers.		Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1867.		Number of Accounts remaining Open, 20 Nov. 1867.		Total Amount owing to Depositors on 20 November 1867.		Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1867, excluding the Surplus Fund.		Balance in the Hands of the Treasurer on 20 Nov. 1867.		Rate of Interest Paid to Depositors.	
	Un-paid.	Paid	By the Unpaid Officers.	By the Paid Officers.	£.	s. d.	£.	s. d.			£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.
ENGLAND.																		
BEDFORDSHIRE :					£.	£.	£.	s. d.	£.	s. d.			£.	s. d.	£.	s. d.	£.	s. d.
Amphill -	1	2	400	400	43	3 -	51	2 4	353		12,403	3 4	12,397	12 7	-	6 4	2	18 4
Bedford -	1	3	500	400	182	- -	300	5 9	2,732		98,753	6 -	98,317	2 3	686	2 -	3	- -
Biggleswade -	1	1	200	200	50	- -	50	- -	120		5,244	19 2	5,287	18 8	34	4 3	2	18 6
Luton -	1	2	500	200	57	7 -	65	12 6	719		9,439	2 11	9,344	10 10	137	10 6	2	15 6
TOTAL - - -	4	8	1,600	1,200	332	10 -	467	- 7	3,924		125,840	11 5	125,347	4 4	858	3 1	2	19 5 Average.
BERKSHIRE :																		
Abingdon -	1	2	1,000	500	75	15 -	88	18 -	1,124		37,191	4 3	37,227	14 2	120	3 4	3	- -
Faringdon -	1	2	500	300	75	- -	122	6 5	528		14,473	16 8	14,339	15 -	317	16 5	2	15 6
Hungerford -	1	2	400	700	80	- -	84	1 -	750		27,036	11 9	26,973	15 7	190	6 3	3	- -
Maidenhead -	1	3	400	100	85	- -	94	7 1	770		22,653	17 -	22,452	6 3	213	11 6	2	18 6
Newbury -	1	2	500	250	175	8 -	235	1 6	2,659		80,505	1 9	80,074	15 5	697	15 6	3	- -
Reading -	1	3	500	750	360	- -	577	14 7	6,408		176,562	6 1	176,566	7 5	570	9 6	3	- -
Wallingford -	2	2	100	120	65	- -	77	6 3	954		24,534	11 9	24,438	8 5	182	7 3	3	- -
Wantage -	1	3	400	400	73	17 3	78	17 4	591		21,033	3 8	20,596	18 7	525	14 2	2	18 4
Windsor -	2	3	2,000	200	178	7 -	246	10 6	3,162		58,920	12 4	58,469	10 11	860	2 4	2	18 4
Wokingham -	1	1	100	70	60	- -	67	19 -	713		18,395	3 1	18,273	13 -	182	- 5	2	18 4
TOTAL - - -	12	23	5,900	3,390	1,228	7 3	1,673	1 8	17,659		481,306	8 4	479,413	4 9	3,860	6 8	2	19 5 Average.
BUCKS :																		
Aylesbury -	1	3	600	920	102	12 -	126	6 -	1,151		32,022	9 11	31,773	14 8	455	17 9	2	18 4
Buckingham -	2	1	1,000	50	143	18 9	193	8 -	1,719		55,835	13 3	55,471	9 7	582	6 8	3	- -
High Wycombe -	1	2	1,000	100	90	- -	128	4 2	2,035		35,550	19 2	35,295	- 6	312	13 5	3	- -
Marlow -	1	1	1,000	100	21	- -	21	- -	262		3,671	9 -	3,647	1 11	41	3 6	2	15 -
Newport Pagnell -	1	2	300	400	75	- -	91	10 6	706		19,360	13 8	19,187	17 8	359	15 1	2	18 4
TOTAL - - -	6	9	3,900	1,570	432	10 9	560	8 8	5,873		146,441	5 -	145,375	4 4	1,751	16 5	2	19 4 Average.
CAMBRIDGESHIRE :																		
Cambridge -	1	5	1,000	800	475	- -	599	3 9	4,548		186,873	15 10	186,612	8 8	1,089	11 3	2	18 4
Cambridge Penny Bank.	1	1	500	500	12	- -	23	9 6	1,456		1,246	9 10	1,159	19 5	65	11 7	2	10 -
Ely -	1	3	500	400	70	- -	76	18 9	739		22,984	7 1	22,786	4 2	343	13 1	2	18 4
Wisbeach -	1	4	600	300	127	7 -	156	9 6	2,141		51,665	12 3	51,105	1 6	914	9 11	3	- -
TOTAL - - -	4	13	2,600	2,000	684	7 -	856	1 6	8,884		262,770	5 -	261,663	13 9	2,413	5 10	2	18 8 Average.
CHESHIRE :																		
Birkenhead -	1	4	1,000	1,100	117	- -	153	1 3	1,040		18,910	11 10	18,759	15 10	119	16 9	2	14 2
Chester -	1	5	500	700	390	- -	494	15 9	4,425		150,029	19 -	150,182	3 4	302	12 7	3	- 10
Congleton -	1	4	1,000	650	150	5 -	251	3 7	1,530		54,561	15 6	53,434	18 -	1,367	2 3	3	- -
Frodsham -	1	2	300	400	50	- -	71	- 6	450		16,261	18 9	16,280	12 8	105	4 3	2	18 -
Hyde -	1	1	-	100	25	- -	33	5 5	495		10,922	2 2	10,535	19 1	410	10 -	3	- -
Knutsford -	1	2	300	300	110	- -	134	6 1	1,017		37,760	2 4	37,627	10 2	348	3 7	2	18 4
Macclesfield -	1	4	2,000	1,500	286	8 -	546	19 4	5,803		241,890	13 5	240,946	2 8	2,183	4 5	3	- -
Middlewich -	2	1	1,000	300	10	- -	10	- -	188		5,550	12 1	5,090	19 11	471	4 1	3	- -
Nantwich -	1	2	1,000	450	130	- -	185	4 -	1,189		45,588	14 5	44,986	8 8	726	11 2	3	- 5
Northwich -	1	2	2,000	2,500	255	- -	324	11 -	2,651		101,828	3 5	101,444	19 5	732	6 3	3	- -
Runcorn -	1	1	250	250	50	- -	94	10 2	681		17,059	1 11	16,742	5 8	323	11 7	3	- -
Sandbach -	1	2	1,000	500	105	- -	130	8 11	1,245		49,229	18 5	48,909	19 10	581	6 5	3	- -
Stockport -	1	2	1,000	1,300	417	7 6	553	8 7	4,592		164,132	12 6	163,263	5 1	1,488	2 7	3	- -
TOTAL - - -	14	32	11,350	10,050	2,096	- 6	2,982	14 7	25,306		913,726	5 9	908,205	- 4	9,159	15 11	2	19 11 Average.

the OFFICERS, their respective SALARIES, and other ALLOWANCES, if any; the Amount of SECURITY each gives; the Number COMMISSIONERS for the REDUCTION of the NATIONAL DEBT; the Rate of INTEREST Paid to DEPOSITORS on the various SURPLUS FUND, on the 20th day of November 1867; the Rate per Centum per Annum on the Capital of the Bank for the the Average Amount of RECEIPTS; the Average Amount of PAYMENTS; the Number and Amount of ANNUITIES Granted; November 1867; also, the Year in which Business commenced in each Bank, and the Name of the Day or Days and the such Return a List of all such Savings Banks as, under the Provisions of the Act 26 Vict. c. 14, or otherwise, have been Closed of such Banks, as well as the Number and Amount of Depositors' Accounts so Transferred, and the Amount of Compensation, if respectively Opened and Closed, and the Number and Amount of their Depositors' Balances, and the Number of Days and Hours of November) next preceding the Date of such Closing; distinguishing the same, as in the Form of the Return, for each separate

ENGLAND AND WALES.

11.	12.								13.	14.	15.	16.	17.
Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1867.	Total Number and Amount of Annuities granted from the Commencement.								Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1867.	Annual Number of Receipts from Depositors, Year ended 20 Nov. 1867.	Annual Number of Payments to Depositors, Year ended 20 Nov. 1867.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1867.	Average Amount of Payments to Depositors, Year ended 20 Nov. 1867.
	Life.				Terms of Years.								
	Immediate.		Deferred.		Immediate.		Deferred.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.
227 7 -	-	-	-	-	-	-	-	-	8 3	216	125	6 19 1	13 11 2
358 11 -	42	854 8 6	3	60 - -	1	15 12 -	-	-	6 -	1,989	1,248	5 7 10	10 14 5
-	-	-	-	-	-	-	-	-	19 -	-	38	-	21 18 3
50 - -	-	-	-	-	-	-	-	-	13 9	500	168	2 12 5	11 - 3
635 18 -	42	854 8 6	3	60 - -	1	15 12 -	-	-	7 4	2,705	1,579	5 - 1	11 4 11
									Average.				
100 - -	-	-	-	-	-	-	-	-	4 9	607	362	5 7 8	12 12 -
30 - -	2	17 - -	-	-	-	-	-	-	17 -	255	151	5 9 10	17 6 8
574 6 11	3	47 - -	-	-	-	-	-	-	6 2	332	241	5 8 4	12 16 5
61 14 10	47	865 5 -	5	80 - -	1	12 - -	-	-	8 3	375	239	5 2 9	10 13 10
219 5 9	75	1,474 10 -	2	40 - -	-	-	-	-	5 1	1,669	1,073	5 2 9	9 19 5
-	4	93 - -	-	-	-	-	-	-	6 6	5,576	3,178	4 10 8	8 4 8
316 7 1	-	-	-	-	-	-	-	-	6 3	783	307	4 11 9	7 1 10
490 9 7	-	-	-	-	-	-	-	-	7 4	297	198	6 5 4	13 8 9
134 - 2	1	30 - -	-	-	-	-	-	-	8 1	2,021	1,201	4 8 1	9 11 1
-	-	-	-	-	-	-	-	-	7 3	438	261	5 - 10	12 7 4
1,926 4 4	132	2,526 15 -	7	120 - -	1	12 - -	-	-	6 11	12,353	7,214	4 15 4	9 9 3
									Average.				
150 - -	12	217 6 -	1	8 - -	-	-	-	-	7 9	644	308	3 17 4	13 9 7
200 - -	15	241 2 6	-	-	-	-	-	-	6 11	830	455	5 8 7	14 17 10
100 - -	5	130 - -	-	-	-	-	-	-	7 2	2,133	743	2 - 10	7 13 10
-	-	-	-	-	-	-	-	-	11 4	277	58	1 10 7	6 10 1
-	-	-	-	-	-	-	-	-	9 4	260	184	5 2 3	18 1 2
450 - -	32	588 8 6	1	8 - -	-	-	-	-	7 7	4,144	1,748	3 2 11	11 12 9
									Average.				
2,100 - -	-	-	-	-	-	-	-	-	6 4	2,602	1,872	7 2 4	11 2 1
-	-	-	-	-	-	-	-	-	1 18 4	11,127	909	- 1 6	- 19 -
300 - -	-	-	-	-	-	-	-	-	6 6	543	190	4 9 2	11 2 -
-	-	-	-	-	-	-	-	-	5 11	2,188	903	4 4 9	9 10 6
2,400 - -	-	-	-	-	-	-	-	-	6 5	16,460	3,874	1 17 9	8 6 2
									Average.				
64 12 11	-	-	-	-	-	-	-	-	16 2	1,528	692	2 17 -	8 1 8
380 4 11	-	-	-	-	-	-	-	-	6 7	4,023	2,548	6 - 2	10 19 6
900 - -	-	-	1	20 - -	-	-	-	-	6 2	849	812	9 13 9	9 18 10
- 9 3	-	-	-	-	-	-	-	-	8 9	297	204	9 6 3	10 5 8
-	-	-	-	-	-	-	-	-	6 1	807	282	3 11 5	6 15 2
540 - -	-	-	-	-	-	-	-	-	6 11	500	445	8 16 -	10 18 -
4,149 7 5	20	349 - -	1	20 - -	3	70 - -	-	-	4 5	4,285	3,384	8 - 10	9 9 6
-	-	-	-	-	-	-	-	-	5 -	132	109	10 10 9	5 17 11
180 - -	-	-	-	-	-	-	-	-	8 1	678	390	8 6 9	17 9 6
1,280 19 5	6	88 - -	1	15 - -	-	-	-	-	6 3	1,589	1,278	9 4 3	11 1 3
-	-	-	-	-	-	-	-	-	5 -	1,263	596	2 8 2	8 19 2
450 - -	-	-	-	-	-	-	-	-	5 -	750	546	12 7 6	15 12 4
405 18 2	19	431 - -	3	66 - -	4	60 - -	-	-	6 8	5,614	2,611	4 11 4	9 15 2
8,351 12 1	45	868 - -	6	121 - -	7	130 - -	-	-	6 5	22,315	13,897	6 6 6	10 6 6
									Average.				

NUMBER OF DEPOSITORS IN EACH SAVINGS BANK IN ENGLAND AND WALES, SCOTLAND,

1.	2.		3.		4.		5.	6.	7.	8.	9.	10.	
COUNTY.	Number of Officers		Amount of Security given		Salaries and Allowances of the Paid Officers.		Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1867.	Number of Accounts remaining Open, 20 Nov. 1867.	Total Amount owing to Depositors on 20 November 1867.	Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1867, excluding the Surplus Fund.	Balance in the Hands of the Treasurer on 20 Nov. 1867.	Rate of Interest Paid to Depositors.	
	Un-paid.	Paid.	By the Unpaid Officers.	By the Paid Officers.									
ENGLAND—continued.													
CORNWALL:			£.	£.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Camborne -	2	2	600	200	24	-	-	29	10	3	9,263	12	5
Falmouth -	1	3	1,200	900	243	-	-	282	18	6	97,762	11	6
Helston -	1	3	200	400	130	-	-	176	8	1	62,249	15	8
Launceston -	1	2	1,000	400	82	-	-	85	14	-	43,472	12	10
Liskeard -	1	3	1,000	1,050	90	-	-	112	12	4	42,624	2	8
Penzance -	1	4	1,000	700	270	-	-	312	10	8	98,066	6	7
Redruth -	1	5	500	300	240	-	-	280	-	2	97,266	3	2
Truro -	1	4	1,000	1,000	300	-	-	474	9	2	193,880	14	5
Wadebridge -	1	2	1,000	400	33	3	-	51	19	9	16,445	15	6
TOTAL - - -	10	28	7,500	5,350	1,412	3	-	1,806	2	11	660,802	14	9
Average.													
CUMBERLAND:													
Alston -	1	2	100	150	65	-	-	81	-	2	26,028	6	5
Carlisle -	1	8	1,500	1,550	393	10	-	524	2	11	162,324	7	2
Cockermouth -	1	2	1,000	500	85	-	-	134	19	6	40,019	19	1
Keswick -	1	1	500	50	40	-	-	57	12	3	15,281	18	7
Maryport -	1	2	500	300	53	3	-	69	18	11	16,860	1	4
Whitehaven -	1	4	500	800	170	-	-	214	15	7	73,027	19	10
Workington -	1	2	500	100	62	2	-	120	4	7	20,541	2	1
TOTAL - - -	7	21	4,600	3,450	868	15	-	1,202	13	11	354,083	14	6
Average.													
DERBY:													
Alfreton -	1	2	100	75	43	3	-	59	9	-	16,899	2	3
Ashbourne -	1	3	1,000	300	157	12	-	195	2	1	50,806	3	5
Bakewell -	2	2	1,500	600	170	-	-	228	-	7	60,185	19	10
Belper -	1	7	500	1,200	123	5	-	138	15	5	48,853	9	10
Buxton -	1	1	500	200	10	-	-	12	-	-	2,221	8	6
Chapel-en-le-Frith	1	2	500	400	85	-	-	97	12	9	41,429	6	4
Chesterfield -	1	2	1,000	700	216	16	-	229	2	5	68,562	3	10
Derby -	1	6	1,500	800	550	12	-	649	4	9	192,723	19	8
Eckington -	1	1	100	50	10	-	-	15	1	-	5,528	5	7
Glossop -	1	1	500	100	33	-	-	43	12	1	11,674	7	9
New Mills -	1	1	400	100	20	-	-	26	12	-	5,167	18	4
Wirksworth -	1	1	500	500	140	-	-	194	17	7	62,953	6	10
TOTAL - - -	13	29	8,100	5,025	1,559	8	-	1,889	9	8	567,005	12	2
Average.													
DEVON:													
Devonport(Union)	2	10	2,000	3,000	1,262	15	-	1,590	2	3	413,125	19	4
Ditto(Royal Naval Annuitant).	1	2	300	300	72	10	-	82	1	3	9,365	4	8
Ditto(Dockyard)	1	2	100	100	37	2	-	40	2	-	7,957	6	10
Exeter -	1	36	5,000	23,200	2,480	11	10	2,878	8	10	1,007,164	1	6
Plymouth -	1	3	2,000	1,800	420	-	-	597	2	6	204,562	7	4
Tavistock -	1	3	1,000	400	110	-	-	142	4	7	50,509	10	11
TOTAL - - -	7	56	10,400	29,700	4,382	18	10	5,330	1	5	1,692,684	10	7
Average.													
DORSET:													
Blandford Forum	1	2	1,000	550	190	-	-	222	4	-	73,409	8	6
Bridport -	1	3	1,000	400	161	10	-	239	13	-	75,121	12	1
Dorchester -	1	2	1,000	200	190	-	-	251	5	5	73,577	15	5
Lyme Regis -	1	1	200	50	60	-	-	73	2	6	17,007	2	10
Poole -	1	2	500	350	80	-	-	77	5	-	26,134	8	4
Shaftesbury -	1	2	1,000	1,500	135	-	-	153	7	9	65,232	9	7
Sherborne -	1	2	1,000	250	113	8	-	145	12	11	44,446	14	7
Wareham -	1	2	500	500	92	-	-	117	16	2	31,328	12	-
Weymouth -	1	2	1,000	200	150	-	-	172	6	8	40,327	9	5
Wimborne -	1	1	400	200	80	-	-	124	17	8	28,466	8	5
TOTAL - - -	10	19	7,600	4,200	1,251	18	-	1,577	11	1	475,052	1	2
Average.													

11.	12.								13.	14.	15.	16.	17.
Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1867.	Total Number and Amount of Annuities granted from the Commencement.								Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1867.	Annual Number of Receipts from Depositors, Year ended 20 Nov. 1867.	Annual Number of Payments to Depositors, Year ended 20 Nov. 1867.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1867.	Average Amount of Payments to Depositors, Year ended 20 Nov. 1867.
	Life.				Terms of Years.								
	Immediate.		Deferred.		Immediate.		Deferred.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.		£ s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.
-	1	30 - -	-	- - -	-	- - -	-	- - -	- 6 4	318	293	6 10 8	5 18 1
809 13 4	113	1,996 4 6	13	157 - -	-	- - -	-	- - -	- 5 8	1,411	1,197	6 2 9	9 2 10
102 18 10	36	550 10 -	4	50 - -	-	- - -	-	- - -	- 5 6	524	513	11 9 5	13 14 1
100 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 -	733	439	5 2 8	11 1 -
264 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 2	617	444	6 16 8	10 9 -
3,280 - -	50	705 5 -	-	- - -	-	- - -	-	- - -	- 6 -	724	1,462	9 - -	10 13 -
1,255 2 -	1	10 - -	-	- - -	-	- - -	-	- - -	- 5 7	727	1,392	11 12 11	10 12 1
3,000 - -	104	2,013 - -	2	40 - -	-	- - -	-	- - -	- 4 9	2,014	2,353	10 4 10	10 16 3
100 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 2	149	203	9 8 11	14 13 10
8,911 14 2	305	5,304 19 6	19	247 - -	-	- - -	-	- - -	- 5 4 Average.	7,217	8,296	8 11 4	10 12 2
-	1	30 - -	-	- - -	-	- - -	-	- - -	- 6 2	285	258	10 3 7	15 4 2
1,250 - -	110	1,924 3 6	5	130 5 -	-	- - -	-	- - -	- 6 5	3,744	2,322	5 12 7	9 19 6
250 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 10	1,174	556	6 12 4	16 10 5
672 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 11	502	218	4 11 7	14 2 7
-	2	16 - -	-	- - -	-	- - -	-	- - -	- 8 6	849	427	4 3 10	10 - 3
1,310 18 9	140	2,734 12 -	-	- - -	-	- - -	-	- - -	- 5 10	1,876	1,114	5 19 7	11 9 6
-	5	96 - -	-	- - -	-	- - -	-	- - -	- 11 5	541	453	6 - 4	9 16 4
3,482 18 9	258	4,800 15 6	5	130 5 -	-	- - -	-	- - -	- 6 8 Average.	8,971	5,348	5 16 1	11 7 7
40 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 11	433	239	7 2 8	16 6 9
161 14 4	-	- - -	-	- - -	-	- - -	-	- - -	- 7 7	873	483	5 12 10	13 3 -
250 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 6	658	344	7 4 7	20 12 6
720 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 6	1,246	621	7 - -	13 15 7
-	-	- - -	-	- - -	-	- - -	-	- - -	- 9 10	121	56	6 2 1	22 3 1
150 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 4 8	790	384	7 6 -	15 7 -
597 17 -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 6	2,663	1,251	5 2 5	11 2 1
2,800 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 7	5,587	3,340	5 9 10	10 7 8
-	-	- - -	-	- - -	-	- - -	-	- - -	- 5 4	160	111	5 - 5	8 - 1
25 14 4	-	- - -	-	- - -	-	- - -	-	- - -	- 7 4	648	251	3 19 5	8 9 8
-	-	- - -	-	- - -	-	- - -	-	- - -	- 10 -	211	42	5 1 8	11 6 -
300 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 -	877	607	9 2 3	14 10 11
5,045 5 8	-	- - -	-	- - -	-	- - -	-	- - -	- 6 7 Average.	14,267	7,729	5 18 10	11 10 5
6,200 - -	537	10,283 5 6	28	504 - -	2	30 - -	-	- - -	- 5 2	10,125	10,650	6 11 4	7 3 4
10 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 8	220	457	9 9 7	30 16 4
138 14 4	-	- - -	-	- - -	-	- - -	-	- - -	- 10 -	76	151	12 9 -	11 13 -
6,000 - -	672	11,768 14 -	26	461 - -	2	40 - -	-	- - -	- 5 -	19,665	10,449	5 2 9	12 11 -
-	213	4,344 9 -	7	200 - -	1	30 - -	-	- - -	- 5 -	9,531	6,224	4 8 3	6 8 9
500 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 7	729	719	5 18 2	8 17 5
12,848 14 4	1,422	26,396 8 6	61	1,165 - -	5	100 - -	-	- - -	- 6 2 Average.	40,346	28,650	5 7 7	9 8 4
205 18 7	-	- - -	-	- - -	-	- - -	-	- - -	- 6 -	984	638	5 11 -	14 - 6
300 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 6	1,687	1,375	5 9 4	8 18 3
2,550 - -	12	217 6 6	2	50 - -	2	40 - -	-	- - -	- 6 6	1,646	1,222	5 10 10	8 19 9
109 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 8 5	197	218	7 16 5	12 1 2
57 18 9	-	- - -	-	- - -	-	- - -	-	- - -	- 5 9	411	204	5 10 7	20 - 6
-	-	- - -	-	- - -	-	- - -	-	- - -	- 4 7	1,152	494	5 8 2	10 12 9
87 10 -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 5	747	416	5 1 -	9 4 4
606 - -	10	193 8 -	-	- - -	-	- - -	-	- - -	- 7 2	356	315	6 2 6	12 8 5
-	40	787 10 -	-	- - -	1	10 - -	-	- - -	- 8 5	1,279	732	4 4 7	10 8 10
-	2	22 - -	-	- - -	-	- - -	-	- - -	- 8 8	466	340	5 3 11	23 18 10
3,916 7 4	64	1,220 4 6	2	50 - -	3	50 - -	-	- - -	- 6 6 Average.	8,925	5,954	5 6 8	11 7 9

1.	2.		3.		4.	5.	6.	7.	8.	9.	10.
COUNTY.	Number of Officers		Amount of Security given		Salaries and Allowances	Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1867.	Number of Accounts remaining Open, 20 Nov. 1867.	Total Amount owing to Depositors on 20 November 1867.	Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1867, excluding the Surplus Fund.	Balance in the Hands of the Treasurer on 20 Nov. 1867.	Rate of Interest Paid to Depositors.
	Un-paid.	Paid.	By the Unpaid Officers.	By the Paid Officers.	of the Paid Officers.						
ENGLAND—continued.			£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.
DURHAM :											
Barnard Castle -	1	2	1,000	520	44 - -	47 5 -	478	12,569 15 3	12,631 13 11	19 17 8	2 18 4
Bishop Auckland -	1	2	800	450	80 - -	104 13 4	727	24,051 13 11	23,693 19 10	357 17 -	2 18 6
Chester-le-Street -	1	2	300	300	30 10 -	40 10 5	351	10,984 17 1	10,806 6 3	212 11 5	3 - -
Darlington -	1	2	1,000	150	120 - -	158 3 3	1,651	39,688 10 10	39,488 14 2	428 16 7	3 - -
Durham -	1	1	1,000	100	30 - -	42 7 6	846	32,654 14 3	31,947 16 4	788 2 4	2 18 4
Lanchester -	1	2	500	100	30 - -	33 16 6	238	8,667 17 3	8,331 15 1	364 11 2	2 18 4
Middleton-in-Teesdale.	1	1	500	100	25 - -	30 16 6	435	14,604 16 3	14,540 13 8	202 8 9	3 - -
Monkwearmouth-Seaham Harbour -	1	2	300	750	230 - -	349 7 3	3,093	89,747 1 9	90,061 10 7	184 10 6	3 - -
South Shields -	1	2	200	-	11 1 -	23 16 6	179	4,617 18 10	4,475 17 6	142 9 9	3 - -
Stanhope -	1	4	500	1,000	160 - -	214 3 6	1,806	49,548 14 3	48,378 7 -	1,263 13 1	3 - -
Stockton-on-Tees	1	1	500	100	26 1 -	30 16 4	472	17,428 3 4	17,391 17 -	59 9 6	3 - -
Stockton-on-Tees	1	1	600	200	120 - -	154 3 3	1,414	41,426 7 10	41,230 7 1	292 9 9	3 - -
TOTAL - - -	12	22	7,200	3,770	906 12 -	1,229 19 4	11,630	345,990 10 10	342,978 18 5	4,316 17 6	2 19 8 Average.
ESSEX :											
Barking -	1	2	500	250	60 7 -	82 10 6	724	18,570 12 -	18,539 1 8	74 15 4	2 18 4
Chelmsford -	2	3	1,000	300	256 - -	339 2 8	3,881	102,167 16 9	101,679 6 7	581 14 4	3 - -
Colchester -	1	4	1,000	260	353 - -	452 14 7	2,856	95,417 17 9	93,980 9 2	1,664 8 6	2 18 4
Dunmow -	2	3	500	150	85 - -	120 2 11	766	22,260 4 1	21,899 3 11	502 12 4	2 15 6
Harwich -	1	3	500	250	47 - -	52 1 9	259	8,923 7 4	8,657 18 11	270 11 5	2 15 -
Hinckford -	2	3	300	400	60 - -	66 9 5	433	17,605 4 -	17,264 5 6	315 12 8	3 - -
Leyton -	1	2	500	100	25 - -	31 11 2	195	4,916 18 5	4,685 7 1	260 4 6	2 18 4
Manningtree -	1	2	200	100	48 8 -	68 18 -	353	17,091 11 8	17,024 18 3	98 14 2	3 - -
Romford -	-	4	-	1,400	197 15 -	220 15 6	1,817	49,517 18 4	48,805 16 8	694 13 6	3 - -
Saffron Walden -	1	3	1,000	200	160 - -	150 10 4	1,341	54,858 15 7	54,437 7 5	525 12 8	3 - 7
Witham -	2	4	1,000	440	165 5 -	191 16 5	1,447	41,620 7 10	41,174 7 3	631 19 3	2 17 6
TOTAL - - -	14	33	6,500	3,850	1,457 15 -	1,786 13 3	14,072	432,950 13 9	428,148 2 5	5,620 18 8	2 19 - Average.
GLOUCESTER :											
Bristol -	-	10	-	1,600	935 - -	1,302 18 9	11,767	409,338 18 10	409,937 11 6	1,171 14 -	2 18 4
Cainscross -	1	3	1,000	1,500	137 10 -	178 10 2	2,336	69,404 2 5	68,975 9 5	628 - 9	3 - -
Cheltenham -	1	2	2,000	600	325 - -	428 3 7	4,442	125,617 17 1	125,007 10 3	754 18 11	3 - 10
Cirencester -	1	4	500	300	220 - -	265 13 1	2,730	72,493 18 8	72,407 11 7	437 4 8	2 18 4
Dursley -	1	2	500	300	60 10 -	97 4 8	1,011	33,559 11 2	33,318 9 10	300 16 1	3 - -
Gloucester -	1	3	1,000	1,800	210 - -	264 4 10	2,854	85,260 4 4	84,956 4 9	686 19 1	3 - -
Kingswood -	1	2	-	150	36 10 -	50 19 1	188	11,847 3 3	11,710 9 2	123 11 5	2 18 4
Newnham -	1	2	500	600	70 10 -	82 12 7	926	25,080 15 11	25,080 2 3	77 17 4	3 - -
Stow-on-the-Wold	-	2	-	50	130 - -	160 15 9	1,249	45,476 14 11	45,241 14 1	379 - -	2 18 4
Tetbury -	1	3	500	300	115 - -	132 11 3	1,549	47,739 19 4	47,346 3 3	871 7 7	3 - -
Tewkesbury -	1	1	500	100	70 - -	96 12 -	913	27,844 13 9	27,653 4 1	316 15 -	3 - -
Thornbury -	1	3	500	300	93 - -	100 15 6	773	19,198 13 1	18,962 16 7	262 10 5	2 17 1
Winchcombe -	1	1	200	-	10 - -	16 15 -	127	3,546 15 9	3,513 13 3	14 8 1	3 - -
Wotton-under-Edge	1	2	500	200	54 - -	62 7 -	594	18,508 2 1	18,369 7 9	190 16 7	3 - -
TOTAL - - -	12	40	7,700	7,800	2,467 - -	3,240 3 3	31,459	994,917 10 7	992,480 7 9	6,215 19 11	2 19 2 Average.
HAMPSHIRE :											
Alresford -	2	2	500	500	55 - -	62 2 6	682	22,942 14 1	22,772 17 1	232 14 3	3 - -
Alton -	1	3	200	200	73 5 -	86 3 6	784	24,773 1 4	24,544 3 1	324 16 10	3 - 5
Basingstoke -	2	2	-	100	135 - -	163 4 -	931	34,099 18 2	33,553 17 -	505 7 3	2 18 4
Fareham -	1	3	200	500	77 - -	91 12 8	530	21,398 16 7	20,967 6 6	520 19 10	2 17 -
Gosport -	2	3	200	200	91 - -	104 1 10	394	11,716 9 11	11,534 13 8	93 15 7	2 17 -
Havant -	2	2	200	150	65 - -	67 17 1	586	17,921 18 6	17,958 13 2	44 10 9	2 18 4
Newport, Isle of Wight.	1	2	600	200	142 7 8	184 19 2	2,501	51,596 19 11	51,705 4 2	84 9 5	2 18 4
Odiham -	3	1	100	100	12 - -	16 4 6	201	4,311 5 5	4,302 13 9	39 6 8	2 18 4
Petersfield -	2	2	200	100	24 4 -	27 19 2	322	9,177 19 1	8,859 4 7	371 2 4	2 18 4
Portsmouth -	1	4	2,000	1,900	402 10 -	534 13 2	5,387	124,986 16 6	112,897 10 5	12,646 5 8	3 - -
Romsey -	1	1	500	300	35 - -	51 4 2	601	11,406 5 9	11,349 19 6	163 8 5	3 - -
Southampton -	1	5	500	570	230 - -	388 10 1	2,703	84,853 13 5	84,573 18 6	413 10 5	3 - -
Winchester -	1	3	1,000	700	170 - -	245 1 8	1,955	69,800 19 8	69,016 18 4	857 7 2	3 - 5
TOTAL - - -	20	33	6,200	5,520	1,512 6 8	2,023 13 6	17,577	488,986 18 4	474,036 19 9	16,297 14 7	2 19 6 Average.

11.	12.								13.	14.	15.	16.	17.
Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1867.	Total Number and Amount of Annuities granted from the Commencement.								Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1867.	Annual Number of Receipts from Depositors, Year ended 20 Nov. 1867.	Annual Number of Payments to Depositors, Year ended 20 Nov. 1867.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1867.	Average Amount of Payments to Depositors, Year ended 20 Nov. 1867.
	Life.				Terms of Years.								
	Immediate.		Deferred.		Immediate.		Deferred.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.
60 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 5	271	198	5 8 8	11 8 11
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 8 7	394	352	6 1 3	13 11 6
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 3	580	224	3 8 8	12 11 6
640 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 9	1,926	985	4 6 -	10 11 2
1,430 19 2	-	- - -	-	- - -	-	- - -	-	- - -	- 2 6	526	371	5 8 2	14 15 9
290 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 10	82	115	8 17 2	20 14 -
63 10 9	-	- - -	-	- - -	-	- - -	-	- - -	- 4 3	159	175	11 13 7	14 1 1
400 - -	2	60 - -	-	- - -	-	- - -	-	- - -	- 7 8	3,079	4,794	6 9 6	5 14 3
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 10 9	453	155	3 12 4	6 10 10
416 2 3	-	- - -	-	- - -	-	- - -	-	- - -	- 8 6	1,804	2,330	5 4 11	4 16 7
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 3 6	141	139	9 12 6	17 3 3
2,344 9 11	-	- - -	-	- - -	-	- - -	-	- - -	- 7 -	1,056	874	5 11 1	13 15 4
5,645 2 1	2	60 - -	-	- - -	-	- - -	-	- - -	- 6 11	10,471	10,712	5 10 7	7 18 1
									Average.				
280 2 2	-	- - -	-	- - -	-	- - -	-	- - -	- 8 8	655	255	3 4 2	14 1 -
100 - -	63	1,306 7 6	2	38 - -	-	- - -	-	- - -	- 6 7	2,573	1,108	3 19 -	12 9 6
2,122 10 -	-	- - -	-	- - -	-	- - -	-	- - -	- 8 9	2,026	1,555	4 11 8	9 - -
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 11 7	494	207	4 1 11	12 2 11
200 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 11 8	165	98	4 5 1	20 5 7
856 13 3	-	- - -	-	- - -	-	- - -	-	- - -	- 7 6	166	125	5 9 8	10 18 6
359 5 -	-	- - -	-	- - -	-	- - -	-	- - -	- 11 10	225	119	5 12 9	16 6 4
183 13 -	-	- - -	-	- - -	-	- - -	-	- - -	- 8 1	246	141	6 3 6	18 9 9
128 4 -	19	363 19 -	1	20 - -	-	- - -	-	- - -	- 8 2	998	454	5 7 8	16 10 8
450 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 5	721	416	5 14 3	17 1 1
- - -	24	436 10 -	3	28 - -	-	- - -	-	- - -	- 9 3	705	351	4 10 7	14 8 -
4,680 7 5	106	2,106 16 6	6	86 - -	-	- - -	-	- - -	- 8 2	8,974	4,829	4 11 2	12 16 -
									Average.				
18,642 - 1	164	3,357 15 -	4	56 - -	1	15 - -	-	- - -	- 6 -	11,047	6,670	5 15 3	12 4 3
800 - -	4	69 - -	-	- - -	-	- - -	-	- - -	- 5 -	1,683	968	4 12 9	10 6 5
290 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 9	3,075	2,507	5 7 3	9 2 10
800 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 2	1,582	904	3 16 7	10 10 11
76 19 3	3	44 - -	-	- - -	-	- - -	-	- - -	- 5 9	647	363	6 - 5	10 3 11
350 - -	61	1,228 14 6	3	65 - -	-	- - -	-	- - -	- 6 1	1,832	1,049	4 13 5	12 - 10
197 8 -	-	- - -	-	- - -	-	- - -	-	- - -	- 8 2	53	45	6 13 -	10 6 8
501 10 7	-	- - -	-	- - -	-	- - -	-	- - -	- 6 7	450	263	5 6 7	19 10 10
737 6 2	-	- - -	-	- - -	-	- - -	-	- - -	- 6 11	620	226	4 16 1	16 18 9
245 13 5	-	- - -	-	- - -	-	- - -	-	- - -	- 5 -	739	399	6 1 -	14 10 10
100 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 10	592	233	3 4 5	12 14 6
346 5 7	-	- - -	-	- - -	-	- - -	-	- - -	- 10 3	416	205	5 15 7	15 11 10
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 9 6	43	28	10 11 7	20 13 7
70 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 8	480	170	3 12 7	12 6 3
23,157 3 1	232	4,699 9 6	7	121 - -	1	15 - -	-	- - -	- 6 4	23,259	14,030	5 5 11	11 14 3
									Average.				
700 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 4	534	174	3 9 11	12 16 2
673 6 10	-	- - -	-	- - -	-	- - -	-	- - -	- 4 7	448	230	4 15 8	11 15 1
200 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 9 7	542	342	6 - 4	14 1 2
308 7 3	71	1,428 8 -	-	- - -	4	50 - -	-	- - -	- 8 4	344	165	4 11 7	18 1 -
320 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 15 7	178	126	5 18 4	16 14 7
- - -	14	263 12 6	1	20 - -	-	- - -	-	- - -	- 6 8	357	148	5 17 3	21 16 11
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 1	1,462	859	5 - 3	11 14 2
- - -	1	25 - -	-	- - -	-	- - -	-	- - -	- 7 6	184	78	4 4 3	13 13 11
120 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 3	214	109	4 3 11	13 13 4
2,850 - -	10	209 - -	-	- - -	-	- - -	-	- - -	- 8 -	5,030	3,489	5 7 2	14 19 5
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 9 -	272	162	5 11 10	10 14 8
1,115 1 4	19	289 16 -	1	15 - -	-	- - -	-	- - -	- 9 -	1,571	1,478	6 13 4	11 9 3
1,778 - 8	25	408 - -	1	20 - -	-	- - -	-	- - -	- 6 8	1,180	643	4 16 9	23 - 6
8,064 16 1	140	2,623 16 6	3	55 - -	4	50 - -	-	- - -	- 8 1	12,316	8,003	5 6 8	13 14 1
									Average.				

1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
COUNTY.	Number of Officers	Amount of Security given	Salaries and Allowances	Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1867.	Number of Accounts remaining Open, 20 Nov. 1867.	Total Amount owing to Depositors on 20 November 1867.	Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1867, excluding the Surplus Fund.	Balance in the Hands of the Treasurer on 20 Nov. 1867.	Rate of Interest Paid to Depositors.
	Un- paid.	Paid.	By the Unpaid Officers.	By the Paid Officers.					
ENGLAND—continued.			£.	£.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
HEREFORD:									
Bromyard - - -	-	-	-	-	8 12 -	18	58 10 1	63 19 9	7 16 3
Hereford - - -	1	4	2,000	1,000	491 11 9	661 14 9	8,053	175,991 12 3	175,846 18 3
Kington - - -	1	2	500	350	85 - - -	112 9 - -	1,037	29,587 6 8	29,264 13 7
Ledbury - - -	1	1	200	200	85 - - -	92 10 6	1,082	23,512 9 10	23,510 11 1
Leominster - -	1	4	1,000	320	120 15 4	135 4 4	2,093	49,717 16 10	49,605 7 7
Ross - - -	1	4	600	1,000	96 8 6	96 8 6	837	21,821 15 2	21,386 14 3
TOTAL - - -	5	15	4,300	2,870	878 15 7	1,106 19 1	13,120	300,689 10 10	299,678 4 6
									2,094 9 9
									2 19 6
									Average.
HERTS:									
Bishop Stortford -	1	1	400	200	70 - - -	70 - - -	566	11,533 15 5	11,408 14 3
Hemel Hempstead	1	1	300	300	55 - - -	84 8 4	202	7,346 8 3	6,706 10 10
Hertford - - -	1	1	1,000	100	90 - - -	128 1 10	1,854	60,457 4 10	59,663 6 10
Hitchin - - -	1	2	500	700	60 - - -	71 15 -	704	21,782 4 9	21,619 14 10
TOTAL - - -	4	5	2,200	1,300	275 - - -	354 5 2	3,326	101,119 13 3	99,398 6 9
									2,666 18 -
									2 19 4
									Average.
KENT:									
Ashford - - -	1	4	500	250	120 - - -	149 12 11	1,229	46,643 14 -	46,339 4 -
Chatham - - -	1	4	2,000	2,000	447 15 -	538 18 4	3,111	110,472 17 5	109,911 12 11
Deal - - -	1	3	500	300	94 4 - -	123 8 7	872	28,847 11 -	28,523 13 9
Dover - - -	1	6	500	620	162 2 - -	205 17 8	1,755	49,826 11 1	49,521 9 7
Faversham - - -	1	5	500	700	214 7 6	285 2 2	2,305	71,587 9 11	70,340 5 5
Folkestone - - -	2	1	-	100	23 - - 7	23 - - 7	322	5,688 18 11	5,505 12 4
Gravesend - - -	1	1	1,000	300	120 - - -	179 19 -	1,562	33,434 11 2	32,805 18 10
Hawkhurst - - -	1	2	500	200	76 6 - -	77 17 -	499	14,315 7 9	14,030 15 5
Hythe - - -	1	2	500	60	50 - - -	83 1 2	642	18,893 14 4	18,610 16 9
Maidstone - - -	1	4	1,500	1,400	400 - - -	501 12 9	4,391	119,135 - 8	117,001 16 8
Margate - - -	1	2	500	300	73 10 -	88 2 -	844	18,537 14 11	17,654 14 -
Sevenoaks - - -	1	6	1,000	900	93 3 - -	120 6 8	1,123	34,404 6 6	33,981 15 5
Tonbridge - - -	1	2	500	250	33 3 - -	45 - 4	333	8,178 12 -	7,859 1 5
Tonbridge Wells -	1	2	300	300	170 - - -	268 6 2	2,481	73,026 2 9	72,649 12 7
West Malling - -	1	2	200	100	55 5 - -	68 10 3	691	21,612 17 10	21,436 9 6
Woolwich - - -	1	2	500	500	134 12 -	202 7 9	1,980	37,634 10 -	37,447 7 4
TOTAL - - -	17	43	10,500	8,280	2,267 8 1	2,961 3 4	24,140	692,240 - 3	683,625 5 11
									10,353 7 7
									2 18 8
									Average.
LANCASTER:									
Accrington - - -	-	2	-	500	57 - - -	75 6 9	564	23,707 9 2	23,140 9 5
Ashton-under-Lyne	1	3	500	600	238 18 -	309 10 -	2,287	80,756 5 9	80,036 12 2
Blackburn - - -	1	3	1,000	1,600	259 11 7	339 18 3	4,474	138,053 10 2	136,682 14 10
Bolton - - -	1	4	500	900	640 - - -	753 8 9	5,084	174,817 4 8	175,092 19 8
Burnley - - -	1	2	2,000	600	130 - - -	157 6 8	1,296	41,233 10 -	40,523 7 3
Bury - - -	1	2	500	700	200 - - -	274 14 1	2,680	74,751 6 2	74,197 10 -
Chorley - - -	1	2	500	220	45 - - -	64 14 2	826	30,825 12 5	30,238 4 -
Clitheroe - - -	1	1	500	300	50 - - -	72 - 1	635	13,078 15 5	12,793 19 6
Colne - - -	1	1	1,000	300	40 - - -	52 12 3	382	10,291 13 -	9,905 16 9
Croston - - -	1	2	-	120	49 1 - -	61 7 7	365	13,955 - 1	14,001 10 11
Eccleston - - -	-	2	-	120	52 10 -	60 - - -	289	14,401 9 4	14,241 - 7
Kirkham - - -	1	2	500	200	35 5 - -	43 9 1	730	22,315 5 7	22,015 19 7
Lancaster - - -	1	4	500	800	285 - - -	379 19 5	5,645	106,658 13 11	108,196 14 9
Leigh - - -	-	4	-	1,000	125 - - -	158 4 4	1,312	53,482 18 6	53,263 18 10
Leyland - - -	1	3	200	300	105 - - -	115 17 4	856	36,281 11 9	35,593 16 -
Liverpool - - -	1	14	2,000	5,900	2,095 2 -	2,989 4 10	32,815	783,674 19 -	785,620 18 11
Manchester - - -	1	17	-	11,500	4,071 6 6	4,605 19 9	47,214	1,243,221 15 9	1,240,185 16 4
Oldham - - -	1	1	500	500	60 - - -	124 19 10	1,222	35,605 14 1	34,373 13 11
Ormskirk - - -	1	2	1,000	1,000	200 - - -	267 1 7	1,726	77,644 12 1	77,319 11 4
Prescot - - -	1	3	500	200	34 8 - -	43 8 3	426	15,172 10 2	14,799 7 -
Preston - - -	1	6	2,000	1,200	668 - - -	753 9 2	10,732	300,281 14 3	297,656 14 8
St. Helens - - -	2	3	1,000	500	44 4 - -	60 15 4	626	16,593 10 -	16,254 11 2
Southport - - -	2	1	300	20	2 10 - -	48 - 6	508	13,355 19 9	13,017 4 8
Stalybridge - - -	1	3	500	1,300	162 12 -	199 1 -	2,124	72,384 9 -	69,152 18 2
Ulverston - - -	2	5	1,250	1,200	292 12 -	348 17 5	3,004	67,233 9 1	66,909 16 -
Warrington - - -	1	5	1,000	2,800	415 - - -	940 16 4	5,267	183,311 9 2	181,625 17 -
Wigan - - -	1	3	500	1,500	270 - - -	280 13 7	3,139	120,947 5 4	120,440 10 10
TOTAL - - -	27	100	18,250	35,880	10,627 19 10	13,580 16 4	136,278	3,764,037 13 7	3,747,281 14 3
									30,930 3 3
									2 19 9
									Average.

(a) 1,116l. 7s. 11d., due to Treasurer.

11. Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1867.	12. Total Number and Amount of Annuities granted from the Commencement.								13. Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1867.	14. Annual Number of Receipts from Depositors, Year ended 20 Nov. 1867.	15. Annual Number of Payments to Depositors, Year ended 20 Nov. 1867.	16. Average Amount of Receipts from Depositors, Year ended 20 Nov. 1867.	17. Average Amount of Payments to Depositors, Year ended 20 Nov. 1867.
	Life.				Terms of Years.								
	Immediate.		Deferred.		Immediate.		Deferred.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.
2,070 17 7	93	1,935 10 -	5	55 - -	-	- - -	-	- - -	- 7 4	5,980	3,834	4 12 2	7 - 11
70 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 6	483	287	6 3 10	17 6 6
140 - -	7	150 - -	-	- - -	-	- - -	-	- - -	- 7 9	477	300	4 11 11	9 16 7
320 5 2	2	50 - -	-	- - -	-	- - -	-	- - -	- 5 8	1,160	829	5 8 11	9 2 2
150 - -	3	55 - -	-	- - -	-	- - -	-	- - -	- 9 3	589	491	3 17 11	8 10 5
2,751 2 9	105	2,190 10 -	5	55 - -	-	- - -	-	- - -	- 7 8 Average.	8,589	5,631	5 5 10	8 18 8
-	-	- - -	-	- - -	-	- - -	-	- - -	- 12 1	329	150	3 - -	12 19 -
164 7 -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 7	125	495	5 12 1	26 13 10
781 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 4 2	1,238	462	4 19 5	15 6 8
128 19 10	-	- - -	-	- - -	-	- - -	-	- - -	- 6 6	425	250	6 11 11	12 9 5
1,074 6 10	-	- - -	-	- - -	-	- - -	-	- - -	- 6 10 Average.	2,117	1,357	5 - 7	18 13 9
351 3 8	16	241 - -	2	40 - -	-	- - -	-	- - -	- 6 -	927	446	6 8 -	16 - 6
1,500 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 9 7	2,933	2,412	5 18 2	9 2 6
600 - -	15	303 - -	1	30 - -	-	- - -	-	- - -	- 8 4	511	315	4 11 9	13 13 11
-	49	960 - -	-	- - -	-	- - -	-	- - -	- 8 3	1,599	791	4 1 9	11 8 5
2,400 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 8	1,417	775	5 9 11	15 12 11
-	-	- - -	-	- - -	-	- - -	-	- - -	- 8 -	417	146	3 3 2	9 14 9
620 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 11 1	2,225	869	3 10 4	9 10 2
277 11 7	-	- - -	-	- - -	-	- - -	-	- - -	- 10 7	206	120	5 2 1	13 19 1
277 4 9	16	321 - -	1	30 - -	-	- - -	-	- - -	- 8 7	406	223	5 5 1	10 7 5
1,260 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 8 3	3,241	1,969	6 1 4	10 15 -
-	-	- - -	-	- - -	-	- - -	-	- - -	- 9 6	605	352	4 18 2	10 19 1
179 7 11	5	107 - -	-	- - -	-	- - -	-	- - -	- 6 11	888	423	3 12 7	12 6 7
39 10 1	-	- - -	-	- - -	-	- - -	-	- - -	- 9 6	227	127	3 19 2	9 6 -
752 2 1	-	- - -	-	- - -	-	- - -	-	- - -	- 7 4	1,988	796	4 13 -	13 8 -
200 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 4	531	246	5 11 10	15 11 1
-	-	- - -	-	- - -	-	- - -	-	- - -	- 10 9	1,212	1,358	4 1 3	8 - -
8,457 - 1	101	1,932 - -	4	100 - -	-	- - -	-	- - -	- 8 5 Average.	19,423	11,368	5 - 8	11 - 2
541 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 2	420	376	10 15 9	11 8 9
10 13 -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 7	3,507	2,511	5 12 11	6 19 2
465 5 -	8	143 - -	-	- - -	-	- - -	-	- - -	- 4 11	6,599	3,057	7 1 7	9 19 7
3,000 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 8 5	6,668	3,335	5 4 6	9 14 6
40 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 7	1,247	534	5 15 2	14 11 5
-	2	30 - -	-	- - -	-	- - -	-	- - -	- 6 11	3,168	1,273	4 6 3	11 1 3
200 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 4 2	689	429	10 - -	14 4 -
15 12 -	-	- - -	-	- - -	-	- - -	-	- - -	- 10 11	464	176	6 7 1	14 7 1
-	-	- - -	-	- - -	-	- - -	-	- - -	- 10 3	342	259	7 19 3	6 14 -
78 4 11	-	- - -	-	- - -	-	- - -	-	- - -	- 8 8	192	94	9 4 -	11 13 1
60 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 8 8	200	148	11 3 7	19 19 7
170 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 3 10	821	377	5 14 5	10 1 10
20 12 3	58	1,064 10 -	-	- - -	1	20 - -	-	- - -	- 7 1	3,515	2,247	4 12 8	9 4 9
300 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 10	900	768	8 9 9	12 12 8
242 15 11	-	- - -	-	- - -	-	- - -	-	- - -	- 6 3	470	343	10 7 -	15 2 2
4,676 16 5	114	2,472 16 6	36	620 - -	1	20 - -	-	- - -	- 7 6	44,253	40,471	4 15 9	5 8 1
18,000 - -	287	5,494 17 6	42	861 - -	143	2,472 10 -	2	20 - -	- 7 3	72,149	52,242	4 8 6	6 11 7
-	-	- - -	-	- - -	-	- - -	-	- - -	- 7 -	1,392	669	6 3 10	11 14 11
150 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 10	982	498	9 14 11	17 11 4
-	-	- - -	-	- - -	-	- - -	-	- - -	- 5 8	339	206	6 6 7	13 1 10
4,200 - -	4	100 - -	2	40 - -	-	- - -	-	- - -	- 4 11	17,143	10,311	5 5 1	6 16 4
-	-	- - -	-	- - -	-	- - -	-	- - -	- 7 3	837	340	4 5 1	11 6 1
-	1	24 - -	-	- - -	-	- - -	-	- - -	- 7 2	615	264	4 10 -	10 8 1
-	1	5 - -	-	- - -	-	- - -	-	- - -	- 5 6	3,066	1,977	5 13 4	7 3 2
130 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 10 4	1,413	669	5 15 6	15 18 4
-	13	238 - -	2	40 - -	2	30 - -	-	- - -	- 10 3	4,732	4,099	7 8 7	8 15 10
3,000 - -	9	152 - -	-	- - -	-	- - -	-	- - -	- 4 7	3,513	2,142	6 9 4	10 14 6
35,300 19 6	497	9,724 4 -	82	1,561 - -	147	2,542 10 -	2	20 - -	- 7 1 Average.	179,636	129,815	5 1 1	6 19 -

1.	2.		3.		4.		5.		6.		7.		8.		9.		10.						
COUNTY.	Number of Officers		Amount of Security given		Salaries and Allowances of the Paid Officers.		Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1867.		Number of Accounts remaining Open, 20 Nov. 1867.		Total Amount owing to Depositors on 20 November 1867.		Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1867, excluding the Surplus Fund.		Balance in the Hands of the Treasurer on 20 Nov. 1867.		Rate of Interest Paid to Depositors.						
	Un-paid.	Paid.	By the Unpaid Officers.	By the Paid Officers.																			
ENGLAND—continued.																							
LEICESTER:			£.	£.	£. s. d.		£. s. d.				£. s. d.		£. s. d.		£. s. d.		£. s. d.						
Ashby-de-la-Zouch -	1	2	1,000	200	81	6	-	109	2	3	1,161	30,012	2	4	29,603	1	4	419	12	5	2	18	4
Hinckley -	1	2	300	150	110	-	-	132	9	3	757	28,038	10	9	27,576	5	7	517	10	10	2	18	10
Leicester -	1	4	1,000	1,350	400	8	-	470	4	1	7,347	157,339	6	8	157,110	18	9	1,298	10	10	2	18	4
Loughboro' -	2	2	500	500	130	-	-	145	19	4	1,676	41,049	4	1	41,037	7	6	199	4	5	2	18	4
Melton Mowbray -	1	2	500	300	122	-	-	162	5	11	1,967	46,475	10	8	46,238	15	5	433	12	11	2	18	4
TOTAL - - -	6	12	3,300	2,500	843	14	-	1,020	-	10	12,908	302,914	14	6	301,566	8	7	2,868	11	5	2	18	5
																		Average.					
LINCOLN:																							
Alford -	1	2	200	100	36	6	-	45	16	9	656	13,527	15	1	13,465	18	3	121	19	2	2	18	4
Boston -	1	4	1,000	600	290	-	-	363	19	3	3,513	92,195	-	7	92,253	14	4	195	16	8	2	18	4
Bourn -	1	2	300	400	45	-	-	49	8	2	588	15,291	18	3	14,792	13	7	528	18	5	2	18	4
Brigg -	1	3	500	250	78	3	-	97	17	4	1,131	27,048	18	5	26,989	10	10	240	15	11	2	18	4
Caistor -	1	2	500	500	80	-	-	101	-	3	966	30,779	12	9	30,756	7	10	201	3	6	3	-	-
Folkingham -	1	1	300	100	26	-	-	39	-	-	399	12,650	17	8	12,455	2	7	234	13	8	3	-	-
Gainsboro' -	1	4	500	900	140	-	-	223	6	7	2,155	50,170	10	2	49,862	7	4	516	5	1	2	18	4
Grantham -	1	3	1,000	1,400	350	-	-	522	18	6	3,525	105,044	-	9	104,440	6	11	1,039	18	8	2	18	4
Grimsby -	1	2	500	200	17	2	-	28	9	8	710	7,835	11	8	7,737	11	3	154	16	9	2	18	4
Horncastle -	1	2	600	250	130	-	-	162	18	4	1,705	45,196	16	1	44,837	2	-	536	1	-	2	18	4
Lincoln -	1	5	1,000	1,000	374	-	9	445	10	7	5,847	136,600	9	5	136,172	16	10	1,049	15	7	2	18	4
Louth -	1	3	1,000	700	190	-	-	257	1	11	2,932	68,006	-	6	67,774	2	6	590	13	8	2	18	4
Sleaford -	1	2	300	600	160	-	-	196	2	6	2,283	58,823	1	6	58,063	2	6	1,009	19	3	2	18	4
Spalding -	1	3	500	500	105	-	-	180	11	7	2,145	32,456	17	5	31,939	10	3	707	12	8	2	15	9
Stamford -	1	4	600	220	187	10	-	267	4	11	2,477	91,004	3	-	91,017	5	1	441	11	6	2	18	4
TOTAL - - -	15	42	8,800	7,720	2,209	1	9	2,981	6	4	31,032	786,631	13	3	782,557	12	1	7,570	1	6	2	18	4
																		Average.					
MIDDLESEX:																							
Bishopsgate -	1	18	5,000	9,725	3,465	18	1	3,915	5	9	49,589	924,494	-	7	925,185	-	6	3,849	10	2	3	-	-
Brentford -	1	3	500	200	112	-	-	186	-	9	1,021	31,540	16	-	31,369	-	11	289	17	-	2	18	4
Camden Town -	2	3	500	600	98	14	-	113	16	-	1,350	14,402	14	3	14,150	8	1	38	1	-	2	10	-
Chelsea -	1	7	2,000	2,300	698	-	-	840	-	5	8,933	165,378	18	2	164,793	11	3	1,217	12	5	2	18	4
Cripplegate -	1	3	1,000	1,550	169	-	-	318	15	10	3,062	57,427	10	3	57,458	10	2	3	13	5	2	17	-
Farringdon Street	1	4	1,000	1,500	245	5	-	341	5	11	3,215	63,976	4	3	63,706	6	4	597	18	-	2	18	4
Finsbury -	1	10	-	4,550	1,278	11	6	1,937	9	4	19,433	436,863	19	7	437,348	18	7	271	12	9	3	-	-
Hackney -	1	5	250	460	154	10	-	166	3	9	1,460	26,832	16	9	26,634	-	-	235	11	9	2	16	-
Haggerstone -	1	1	500	50	15	-	-	29	19	6	917	5,384	3	9	5,290	16	6	98	1	7	2	18	6
Hammersmith -	1	1	500	500	50	-	-	83	2	1	598	12,460	2	8	12,346	16	7	108	8	3	2	18	4
Hampstead -	-	2	-	620	74	4	-	99	-	-	1,191	17,034	6	10	16,885	3	4	162	4	10	2	15	6
Harrow -	1	1	200	100	15	-	-	22	11	5	251	5,304	5	1	5,281	4	10	31	8	3	2	15	6
Highgate -	This Bank is closing		-	-	-	-	-	24	18	-	242	2,437	19	1	2,319	12	4	111	3	7	2	15	6
Islington -	1	3	500	500	153	-	-	219	5	-	2,433	30,258	4	5	30,029	4	5	250	18	2	2	15	6
Kensington -	1	3	600	500	185	-	-	217	16	3	1,997	42,039	3	2	42,031	4	7	108	10	8	2	18	4
Kingsland Road -	1	3	1,000	1,000	200	-	-	252	2	3	8,948	38,299	5	3	38,269	15	7	260	10	11	2	17	6
Limehouse -	1	4	1,000	1,330	146	15	-	200	2	3	3,224	32,185	10	11	31,848	9	3	399	13	9	2	18	4
Montague St. (Blooms- bury)	1	10	3,000	5,000	1,641	11	11	2,009	8	11	20,009	439,493	14	5	437,989	8	3	3,676	10	3	2	18	4
Paddington -	1	7	1,000	1,010	510	-	-	621	18	9	8,979	112,936	16	5	111,964	2	3	1,087	3	1	2	18	10
Poplar -	-	5	-	1,300	150	-	-	206	3	8	1,448	35,657	16	1	35,618	13	9	214	17	6	2	18	4
St. Clement Danes -	1	4	2,000	1,800	260	15	-	419	6	4	2,685	77,923	15	8	77,640	19	11	545	12	11	3	-	-
St. James, Piccadilly	1	3	500	600	113	8	-	121	5	11	1,518	24,474	5	-	24,338	6	3	175	8	11	3	-	-
St. Martin's Place -	1	19	5,000	9,650	4,447	8	-	5,232	17	11	49,249	1,633,577	8	1	1,636,414	12	4	3,974	6	2	3	-	-
St. Marylebone -	1	7	5,000	2,650	1,940	9	-	2,299	7	11	23,966	308,695	8	3	306,882	13	4	3,263	18	4	2	17	4
Staines -	1	2	500	300	104	4	-	120	15	6	1,044	28,507	8	8	27,865	15	11	703	18	9	2	18	4
Stepney -	1	4	1,000	1,300	220	-	-	340	9	1	3,016	67,210	4	6	66,669	14	8	603	15	9	2	18	4
Stoke Newington -	1	1	500	200	50	-	-	78	11	6	240	3,844	9	4	3,603	-	6	265	19	3	2	18	6
Tafton Street -	1	3	5,000	900	235	-	-	303	7	-	2,886	78,143	18	4	77,739	5	1	859	4	7	3	-	-
Upper Charlotte St.	1	3	2,000	3,100	455	-	-	611	10	4	5,362	97,099	17	10	96,857	8	3	394	11	1	2	18	4
Uxbridge -	1	3	1,000	1,200	185	-	-	212	-	-	1,899	53,473	10	-	53,365	4	2	293	5	1	2	18	4
Whitechapel -	2	7	2,000	1,700	628	1	-	804	16	7	5,568	144,338	3	4	144,034	15	5	800	13	9	2	17	6
TOTAL - - -	30	149	43,050	56,195	17,401	14	6	22,299	13	11	235,733	5,011,696	16	11	5,005,931	18	4	24,894	1	11	2	19	2
																		Average.					

(a) In addition to the Separate Surplus Fund of 14,000*l.* there are 5,410*l.* 10*s.* 9*d.* £. 3 per Cent. Reduced Annuities, being the balance of the Surplus Fund accrued prior to 20 November 1828; and 200*l.* deposited at the Bank of England, to obtain that Corporation's custody of 5,000*l.* Exchequer Bills, the security lodged by the Treasurers.

11.		12.								13.	14.	15.	16.	17.
Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1867.		Total Number and Amount of Annuities granted from the Commencement.								Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1867.	Annual Number of Receipts from Depositors, Year ended 20 Nov. 1867.	Annual Number of Payments to Depositors, Year ended 20 Nov. 1867.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1867.	Average Amount of Payments to Depositors, Year ended 20 Nov. 1867.
		Life.				Terms of Years.								
		Immediate.		Deferred.		Immediate.		Deferred.						
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
340 8 8	-	-	-	-	-	-	-	-	- 7 2	732	328	5 4 2	17 9 1	
700 - -	-	-	-	-	-	-	-	-	- 9 2	568	252	6 11 2	24 17 8	
1,473 16 10	-	-	-	-	-	-	-	-	- 5 10	7,203	4,193	4 3 10	7 15 -	
900 - -	-	-	-	-	-	-	-	-	- 6 11	1,504	846	4 9 10	9 15 5	
290 - -	-	-	-	-	-	-	-	-	- 6 10	1,139	670	4 19 -	10 8 10	
3,704 5 6	-	-	-	-	-	-	-	-	- 6 8	11,146	6,289	4 10 -	9 10 -	
									Average.					
200 - -	-	-	-	-	-	-	-	-	- 6 7	428	145	4 17 3	20 10 8	
200 - -	8	213 - -	-	-	-	-	-	-	- 7 10	3,024	1,307	5 15 10	15 1 4	
330 - -	-	-	-	-	-	-	-	-	- 6 3	366	183	4 19 7	11 9 10	
100 - -	-	-	-	-	-	-	-	-	- 7 1	695	293	5 7 1	14 10 8	
226 - 9	-	-	-	-	-	-	-	-	- 6 5	443	271	7 8 3	17 9 9	
290 - -	-	-	-	-	-	-	-	-	- 5 -	258	133	4 15 2	11 7 10	
700 - -	10	188 - -	1	20 - -	-	-	-	-	- 8 10	985	767	7 4 1	12 13 -	
	74	1,544 14 -	-	-	-	-	-	-	- 9 10	2,115	1,249	5 13 11	10 2 3	
500 - -	1	15 - -	-	-	-	-	-	-	- 7 3	561	256	2 16 5	8 17 1	
850 - -	1	5 - -	1	10 - -	-	-	-	-	- 7 3	1,295	731	3 18 1	11 5 8	
251 6 2	-	-	-	-	-	-	-	-	- 6 5	4,230	2,317	4 16 3	9 17 7	
400 - -	-	-	-	-	-	-	-	-	- 6 9	2,059	944	5 3 1	12 6 2	
137 18 9	-	-	-	-	-	-	-	-	- 6 7	1,652	755	4 16 9	10 14 7	
1,429 1 4	-	-	-	-	-	-	-	-	- 11 3	1,517	551	3 11 8	9 7 7	
	-	-	-	-	-	-	-	-	- 5 9	1,853	651	4 6 10	16 - -	
5,614 7 -	94	1,965 14 -	2	30 - -	-	-	-	-	- 7 6	21,481	10,553	5 - 6	11 19 5	
									Average.					
8,000 - -	-	-	-	-	-	-	-	-	- 8 4	47,610	31,542	4 12 9	7 7 -	
42 2 6	-	-	-	-	-	-	-	-	- 8 6	896	393	4 11 8	15 17 1	
300 - -	-	-	-	-	-	-	-	-	- 15 9	2,000	982	2 3 6	5 16 11	
550 - -	-	-	-	-	-	-	-	-	- 10 1	9,744	5,141	3 17 2	7 14 3	
	-	-	-	-	-	-	-	-	- 10 11	4,842	2,768	3 10 10	7 4 5	
	181	3,333 1 -	12	224 - -	11	170 - -	1	30 - -	- 10 7	6,186	3,437	2 6 9	4 18 1	
	196	4,329 - -	10	255 - -	4	32 - -	-	-	- 8 10	33,587	17,853	3 19 4	7 8 -	
177 4 10	-	-	-	-	-	-	-	-	- 12 3	1,251	499	3 5 4	10 8 -	
121 19 8	-	-	-	-	-	-	-	-	- 11 1	1,118	309	- 17 11	5 14 7	
72 - 2	-	-	-	-	-	-	-	-	- 13 2	438	405	3 6 5	8 6 5	
	-	-	-	-	-	-	-	-	- 11 6	1,369	381	2 3 6	7 15 7	
	-	-	-	-	-	-	-	-	- 8 5	97	67	6 - 11	15 6 1	
	-	-	-	-	-	-	-	-	- 14 5	1,935	726	2 15 4	9 - 8	
370 14 10	-	-	1	20 - -	-	-	1	20 - -	- 9 5	1,848	1,223	4 5 3	7 17 6	
	-	-	-	-	-	-	-	-	- 11 10	9,812	2,608	1 3 10	4 13 1	
	-	-	-	-	-	-	-	-	- 12 4	2,296	1,957	2 19 2	4 17 1	
3,000 - -	-	-	-	-	-	-	-	-	- 9 -	21,441	14,554	4 9 11	7 3 6	
	-	-	-	-	-	-	-	-	- 10 11	12,301	6,592	3 12 2	7 14 2	
8 3 6	-	-	-	-	-	-	-	-	- 9 9	1,247	1,916	6 7 3	6 1 10	
	3,880	66,525 7 6	516	9,926 14 -	72	1,090 12 6	5	90 - -	- 10 8	2,766	1,826	4 12 10	9 12 1	
	-	-	-	-	-	-	-	-	- 9 10	2,727	878	2 19 11	8 14 1	
(a) 14,000 - -	-	-	-	-	-	-	-	-	(b) 6 3	47,368	26,344	6 16 -	13 16 8	
	-	-	-	-	-	-	-	-	- 14 9	16,146	10,035	4 16 7	8 2 7	
	1	30 - -	-	-	-	-	-	-	- 8 5	786	351	10 9 1	49 5 1	
	1	10 - -	-	-	-	-	-	-	- 10 2	6,397	3,866	3 3 5	5 9 4	
54 - -	-	-	-	-	-	-	-	-	2 - 2	641	701	5 12 7	17 1 2	
100 - -	-	-	-	-	-	-	-	-	- 7 8	3,629	2,657	5 2 6	7 11 3	
	-	-	-	-	-	-	-	-	- 12 6	7,252	4,437	3 4 7	6 12 2	
231 - -	-	-	-	-	-	-	-	-	- 7 10	1,461	710	3 19 8	10 9 10	
3,200 - -	-	-	-	-	-	-	-	-	- 10 10	9,385	3,714	4 4 6	11 4 2	
30,227 5 6	4,259	74,227 8 6	539	10,425 14 -	87	1,292 12 6	7	140 - -	- 8 11	258,576	148,872	4 9 7	8 12 -	
									Average.					

(b) In the amount of the capital of the Bank are included, as in former years, the value of 5,410 l. 19 s. 9 d. £. 3 per Cent. Reduced Annuities, and the 200 l. deposited at the Bank of England, and also 5,500 l., the value of the leasehold house, and the furniture.

1.	2.		3.		4.		5.	6.	7.	8.	9.	10.				
COUNTY.	Number of Officers		Amount of Security given		Salaries and Allowances of the Paid Officers.		Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1867.	Number of Accounts remaining Open, 20 Nov. 1867.	Total Amount owing to Depositors on 20 November 1867.	Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1867, excluding the Surplus Fund	Balance in the Hands of the Treasurer on 20 Nov. 1867.	Rate of Interest Paid to Depositors.				
	Un-paid.	Paid.	By the Unpaid Officers.	By the Paid Officers.												
ENGLAND—continued.																
MONMOUTH:			£.	£.	£.	s.	d.	£.	s.	d.	£.	s.	d.			
Abergavenny -	1	2	500	120	115	-	-	122	-	-	929	32,550	8 3	32,227 15 4	381 19 1	3 - -
Chepstow (a) -	1	3	1,000	500	77	-	-	100 3 8	300	3,407 1 -	653 1 -	2,884 9 6	2 18 -			
Monmouth -	1	3	1,000	750	116	10	-	141 4 3	1,295	41,658 2 9	41,033 15 9	700 16 10	3 - -			
Newport -	1	1	600	200	95	-	-	172 3 10	1,232	28,841 14 6	28,512 12 -	605 18 6	2 18 4			
Pontypool -	1	2	500	200	65	5	-	86 11 3	580	21,131 5 9	21,079 6 8	194 4 1	2 18 4			
TOTAL - - -	5	11	3,600	1,770	468	15	-	622 3 -	4,336	127,588 12 3	123,506 10 9	4,767 8 -	2 19 3 Average.			
NORFOLK:																
Aylsham - -	1	2	300	200	55	5	-	59 6 1	595	19,311 13 6	19,003 8 11	375 18 9	3 - -			
Downham Market	1	2	1,000	205	22	2	-	24 10 5	374	8,037 19 7	7,550 3 6	577 14 10	2 18 4			
Fakenham - -	1	2	300	525	49	4	-	72 10 2	855	30,609 19 5	30,208 10 1	471 10 8	3 - -			
Harleston - -	1	2	500	300	50	5	-	59 - -	508	15,189 11 3	15,042 16 6	147 6 9	2 17 -			
King's Lynn -	1	3	1,000	500	138	8	-	203 19 10	2,132	69,427 15 3	68,802 9 3	879 12 2	2 18 4			
Norwich - -	2	5	5,000	4,350	745	-	-	985 - 6	10,887	326,737 7 3	325,857 12 4	2,240 8 4	2 18 4			
North Walsham -	1	2	400	125	73	3	-	81 9 -	832	27,889 16 6	27,739 3 -	236 18 1	3 - 10			
Swaffham - -	1	3	300	400	79	4	-	86 14 11	622	25,310 - 7	25,234 13 4	142 7 6	2 19 -			
Watton - -	1	2	1,000	120	39	4	-	44 2 4	452	16,679 9 3	16,194 15 5	550 11 9	2 19 -			
Yarmouth - -	1	2	1,000	450	337	8	-	403 3 11	3,411	111,748 19 3	111,092 9 8	740 14 3	2 18 4			
TOTAL - - -	11	25	10,800	7,175	1,609	3	-	2,019 17 2	20,668	650,942 11 10	646,726 2 -	6,363 3 1	2 18 7 Average.			
NORTHAMPTON:																
Kettering - -	1	2	700	200	50	10	-	68 14 8	750	18,890 6 -	18,277 7 5	745 14 3	2 17 6			
Northampton -	1	4	1,000	1,700	425	-	-	588 1 10	7,338	221,778 13 6	221,199 14 5	1,179 4 5	3 - -			
Oundle - -	1	3	500	600	110	-	-	141 2 8	1,127	33,853 3 7	33,328 17 2	520 16 3	2 18 4			
Peterborough -	1	4	500	600	170	-	-	232 14 9	1,541	41,235 - 10	39,950 11 -	1,317 2 6	2 17 1			
TOTAL - - -	4	13	2,700	3,100	755	10	-	1,080 13 11	10,756	315,757 3 11	312,756 10 -	3,762 17 5	2 19 3 Average.			
NORTHUMBERLAND:																
Allendale - -	3	1	200	100	25	-	-	44 13 3	588	26,303 13 10	26,218 - 3	159 4 9	3 - -			
Alnwick - -	1	3	800	500	148	10	-	230 16 11	1,880	84,821 10 5	84,605 16 10	254 10 10	3 - -			
Berwick-on-Tweed	1	5	1,000	600	143	10	-	190 2 10	2,115	79,321 16 2	79,438 9 2	150 2 11	3 - -			
Hexham - -	1	4	500	300	186	15	-	232 19 -	2,466	104,655 8 -	104,525 3 6	407 - 5	3 - 10			
Morpeth - -	2	2	500	550	130	-	-	144 1 6	1,283	53,353 15 8	52,865 4 3	564 19 6	3 - -			
Newcastle-on-Tyne.	1	10	1,000	2,410	1,181	18	-	1,631 6 11	17,345	563,928 10 4	564,474 2 2	1,506 18 3	3 - -			
Tynemouth -	1	2	300	100	145	15	-	180 - -	995	33,263 12 5	33,084 18 11	191 13 11	2 18 4			
TOTAL - - -	10	27	4,300	4,560	1,961	8	-	2,654 - 5	26,672	945,648 6 10	945,211 15 1	3,234 10 7	3 - - Average.			
NOTTINGHAM:																
East Retford -	2	3	1,500	900	132	-	-	199 17 3	2,681	63,102 7 1	64,806 1 3	648 18 7	3 - -			
Newark-on-Trent -	1	4	1,000	700	276	-	-	319 18 11	2,860	77,690 15 7	77,590 17 2	534 - 6	2 18 4			
Nottingham -	1	5	3,000	1,700	882	10	-	1,114 2 3	16,808	353,230 3 5	353,554 5 9	2,038 - 3	2 18 4			
Southwell -	-	3	-	500	52	-	-	75 16 10	1,184	24,271 19 6	24,138 15 6	214 2 1	3 - 10			
Worksop -	1	2	500	300	136	12	-	178 12 9	1,935	61,945 18 7	61,440 - 11	662 12 3	3 - -			
TOTAL - - -	5	17	6,000	4,100	1,479	2	-	1,888 8 -	25,468	584,241 4 2	581,530 - 7	4,097 13 8	2 18 10 Average.			

(a) This Bank is closing.

11.		12.								13.	14.	15.	16.	17.
Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1867.		Total Number and Amount of Annuities granted from the Commencement.								Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1867.	Annual Number of Receipts from Depositors, Year ended 20 Nov. 1867.	Annual Number of Payments to Depositors, Year ended 20 Nov. 1867.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1867.	Average Amount of Payments to Depositors, Year ended 20 Nov. 1867.
		Life.				Terms of Years.								
		Immediate.		Deferred.		Immediate.		Deferred.						
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
300 2 1	-	-	-	-	-	-	-	-	-	7 5	655	453	6 6 5	9 14 10
391 4 8	-	-	-	-	-	-	-	-	-	2 11	173	475	5 19 5	30 5 3
1,100 - -	-	-	-	-	-	-	-	-	-	6 7	811	510	5 8 -	10 14 10
200 - -	-	-	-	-	-	-	-	-	-	6 8	833	491	6 7 1	14 10 6
- - -	-	-	-	-	-	-	-	-	-	8 2	347	166	6 15 9	14 18 7
1,991 6 9	-	-	-	-	-	-	-	-	-	9 5 Average.	2,819	2,095	6 2 1	16 3 5
326 9 1	-	-	-	-	-	-	-	-	-	6 -	398	252	4 2 3	11 8 4
- - -	-	-	-	-	-	-	-	-	-	6 -	311	123	4 3 11	9 9 -
595 - -	3	34 10 -	1	30 - -	-	-	-	-	-	4 8	401	310	7 9 9	13 - 7
90 - -	-	-	-	-	-	-	-	-	-	7 6	462	690	3 18 9	2 16 10
1,600 - -	10	195 10 -	-	-	-	-	-	-	-	5 8	1,716	1,252	4 9 11	9 10 7
5,150 - -	5	89 - -	-	-	-	-	-	-	-	5 10	6,244	5,223	5 9 10	7 19 7
738 6 9	-	-	-	-	-	-	-	-	-	5 10	474	284	5 8 6	10 16 4
100 - -	-	-	-	-	-	-	-	-	-	6 10	364	230	6 - 7	11 3 11
383 3 7	-	-	-	-	-	-	-	-	-	5 1	258	147	4 2 4	15 - 4
- - -	2	57 - -	-	-	-	-	-	-	-	7 2	2,766	2,418	5 9 8	8 1 7
8,982 19 5	20	376 - -	1	30 - -	-	-	-	-	-	6 1 Average.	13,394	10,929	5 5 9	8 6 6
100 - -	-	-	-	-	-	-	-	-	-	7 2	384	175	4 8 5	15 3 9
3,000 - -	5	83 - -	-	-	-	-	-	-	-	5 2	5,398	2,350	4 8 6	14 5 3
22 18 5	-	-	-	-	-	-	-	-	-	8 8	720	392	5 6 7	11 5 2
575 4 4	-	-	-	-	-	-	-	-	-	11 1	1,113	717	5 8 2	13 8 9
3,699 2 9	5	83 - -	-	-	-	-	-	-	-	6 5 Average.	7,615	3,034	4 15 6	13 16 10
460 - -	-	-	-	-	-	-	-	-	-	3 3	298	180	12 2 11	25 14 -
466 5 9	9	188 - -	1	30 - -	-	-	-	-	-	5 4	946	646	7 7 2	17 5 5
780 - -	-	-	-	-	-	-	-	-	-	4 9	1,482	1,920	6 6 7	7 5 9
1,990 10 6	-	-	-	-	-	-	-	-	-	4 4	1,125	766	7 17 -	13 16 6
2,720 - 6	-	-	-	-	-	-	-	-	-	5 1	674	670	7 16 6	10 16 5
8,600 - -	-	-	-	-	-	-	-	-	-	5 8	17,912	18,024	5 5 5	6 5 11
- - -	2	42 - -	-	-	-	-	-	-	-	10 -	1,033	1,759	6 5 7	4 8 3
15,016 16 9	11	230 - -	1	30 - -	-	-	-	-	-	5 6 Average.	23,410	23,965	5 14 9	7 - 11
820 - -	-	-	-	-	-	-	-	-	-	6 -	1,483	836	5 5 1	11 5 7
2,000 - -	-	-	-	-	-	-	-	-	-	7 10	1,713	1,155	6 - 5	10 16 2
9,902 5 2	-	-	-	-	-	-	-	-	-	6 3	13,971	9,589	4 17 4	7 1 1
425 - -	3	45 - -	-	-	4	70 - -	-	-	-	5 9	717	347	4 8 7	13 19 11
350 - -	26	553 - -	4	80 - -	-	-	-	-	-	5 9	1,035	833	6 6 2	7 10 8
13,497 5 2	29	598 - -	4	80 - -	4	70 - -	-	-	-	6 4 Average.	18,919	12,760	5 1 4	7 17 7

1	2.		3.		4.	5.	6.	7.	8.	9.	10.
COUNTY.	Number of Officers		Amount of Security given		Salaries and Allowances	Annual Expenses of Management, inclusive of all Payments and Salaries for the Year ended 20 Nov. 1867.	Number of Accounts remaining Open, 20 Nov. 1867.	Total Amount owing to Depositors on 20 November 1867.	Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1867, excluding the Surplus Fund.	Balance in the Hands of the Treasurer on 20 Nov. 1867.	Rate of Interest Paid to Depositors.
	Un-paid.	Paid.	By the Unpaid Officers.	By the Paid Officers.	of the Paid Officers.						
ENGLAND—continued.											
			£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.
OXFORD:											
Banbury - -	1	4	1,000	1,500	303 8 -	431 18 7	4,926	139,286 - 4	139,282 9 -	438 12 9	3 - -
Bicester - -	1	2	200	45	79 4 -	89 18 8	519	18,984 - 2	18,681 12 -	309 8 2	2 18 4
Henley-on-Thames -	1	3	600	300	100 - -	120 18 1	1,329	40,181 1 10	39,577 3 3	675 15 7	3 - -
Oxford - -	1	2	2,000	250	272 - -	515 13 6	5,036	128,465 16 3	127,723 3 4	1,247 3 6	3 - -
Thame - -	1	2	500	200	47 2 2	47 2 2	658	13,234 12 3	12,713 16 3	542 15 3	2 18 4
Woodstock - -	1	1	2,000	200	25 - -	32 8 -	162	5,930 13 10	5,751 10 7	238 8 9	2 15 6
TOTAL - - -	6	14	6,300	2,495	826 14 2	1,237 19 -	12,630	346,082 4 8	343,729 14 5	3,452 4 -	2 19 9 Average.
SALOP:											
Bridgnorth - -	1	4	1,000	1,650	258 5 -	276 11 -	2,408	90,440 - -	89,949 9 3	582 4 -	3 - -
Ellesmera - -	2	2	200	200	75 - -	91 - 11	1,100	39,572 10 2	39,145 5 11	520 10 9	3 - -
Lilleshall - -	-	1	-	100	50 - -	52 15 -	393	13,398 12 11	13,262 17 8	114 5 3	3 - 10
Ludlow - -	1	2	1,000	300	210 - -	246 12 7	1,905	72,038 12 4	71,742 9 2	409 14 4	3 - -
Market Drayton -	This Bank is closing -				-	70 19 5	917	35,690 15 5	34,933 2 8	100 8 7	3 - 10
Newport - -	1	3	200	150	120 10 -	150 3 2	1,828	51,391 18 2	51,463 10 11	102 16 -	3 - 10
Oswestry - -	1	3	200	650	200 - -	254 14 9	3,174	107,024 18 3	106,373 4 4	933 1 5	3 - 10
Shrewsbury - -	2	4	2,300	1,350	480 - -	618 6 1	6,555	238,550 13 1	237,818 12 6	1,497 19 8	3 - -
Wellington - -	1	2	1,000	1,200	115 - -	159 11 3	720	31,001 2 1	30,493 16 6	438 6 9	3 - -
Wenlock - -	1	2	1,000	600	170 - -	193 6 3	2,430	70,872 18 2	70,528 8 11	580 5 5	3 - -
Whitchurch - -	-	4	-	800	153 - -	237 14 5	2,101	77,923 13 1	77,459 12 3	657 - -	3 - 5
TOTAL - - -	10	27	6,900	7,000	1,831 15 -	2,351 14 10	23,531	827,905 13 8	823,170 10 1	5,936 12 2	3 - 3 Average.
SOMERSET:											
Bath - - -	1	5	5,000	2,200	792 - -	998 2 3	9,431	333,672 5 4	332,074 9 5	1,829 17 2	3 - 10
Bridgwater - -	3	2	1,500	505	132 12 -	178 4 7	2,135	50,744 17 4	50,287 4 9	461 3 5	3 - -
Castle Cary - -	2	5	1,200	1,000	219 - -	250 9 6	2,759	75,720 7 4	75,717 2 6	178 19 9	3 - -
Crewkerne - -	1	1	800	100	50 - -	82 12 6	939	21,552 13 8	21,478 10 4	281 7 11	2 15 -
Frome Selwood -	1	2	500	1,000	110 - -	140 1 4	1,081	35,901 14 7	35,784 16 -	252 16 9	2 18 4
Nether Stowey -	1	3	1,000	750	61 - -	69 3 6	553	21,298 17 10	20,951 - 2	376 19 4	3 - -
Taunton - -	2	5	1,000	1,100	675 10 -	768 14 4	7,655	236,473 10 1	236,154 3 10	1,252 18 6	3 - 10
Wells - - -	1	1	500	500	135 15 -	172 6 10	2,057	51,588 13 6	51,580 3 1	248 8 6	3 - -
Wrington - -	1	1	500	-	30 - -	46 10 7	333	8,113 13 8	8,082 16 8	25 1 -	2 18 4
Yeovil - - -	1	2	1,000	200	169 5 -	284 - 1	2,214	58,520 4 4	58,088 10 9	533 13 8	2 18 4
TOTAL - - -	14	27	13,000	7,355	2,375 2 -	2,990 5 6	29,157	893,586 17 3	890,198 17 6	5,441 6 -	3 - 3 Average.
STAFFORD:											
Brewood - -	This Bank is closing.										
Eccleall - -	1	3	2,000	600	120 10 -	145 19 5	1,203	47,117 10 11	47,046 11 9	233 14 6	3 - -
Eccleshall - -	1	1	200	100	15 - -	19 14 4	189	3,622 - 10	3,572 17 -	63 13 6	2 18 4
Hanley - - -	1	2	500	550	109 9 -	184 17 2	1,591	52,302 10 4	51,800 - 3	751 5 1	3 - 7
Kingswinford -	1	2	500	400	137 17 -	184 5 6	1,424	45,285 13 9	45,201 8 1	317 16 3	3 - -
Leek - - -	1	2	300	320	88 8 -	114 13 4	1,578	56,555 9 5	56,025 11 5	861 5 9	3 - 10
Lichfield - -	1	2	600	250	77 7 -	91 9 4	912	24,643 19 2	24,430 11 6	354 13 11	3 - -
Newcastle-under-Lyne.	1	1	1,000	250	80 - -	122 11 3	1,220	36,739 13 -	36,037 17 6	860 7 2	2 18 4
Penkridge - -	1	2	200	100	40 5 -	42 17 2	400	10,146 16 9	10,138 15 10	37 9 4	2 18 4
Pirehill Meaford -	1	2	700	600	94 - -	88 19 8	551	22,273 12 1	21,836 14 6	503 10 2	3 - -
Rugeley - - -	-	1	-	500	70 - -	90 15 -	859	30,675 11 7	30,022 8 7	761 7 1	3 - -
Shenston - -	1	1	200	30	18 - -	25 4 6	213	7,194 7 2	7,177 7 -	41 10 -	2 17 1
Stafford - -	1	2	1,000	250	90 - -	124 19 2	1,032	28,667 10 5	28,155 9 1	614 16 8	3 - 5
Tamworth - -	1	1	600	200	65 - -	128 19 4	920	33,441 9 -	33,305 4 6	217 15 4	3 - 7
Trentham - -	2	2	400	400	50 - -	51 17 8	173	7,636 8 1	7,254 15 3	272 8 3	3 - -
Tunstall - -	1	1	300	100	15 - -	19 8 5	139	3,407 4 5	3,273 8 5	157 2 10	2 15 6
Uttoxeter - -	1	2	-	500	55 5 -	72 15 -	652	13,739 19 1	13,511 18 2	305 13 1	3 - -
Yoxall and Barton	1	2	1,000	300	40 17 1	50 15 8	362	9,204 12 1	8,952 9 9	249 18 3	2 16 3
TOTAL - - -	17	29	9,500	5,450	1,166 18 1	1,560 1 11	13,418	432,654 8 1	427,743 8 7	6,604 7 2	2 19 11 Average.

11.			12.								13.	14.	15.	16.		17.		
Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1867.			Total Number and Amount of Annuities granted from the Commencement.								Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1867.	Annual Number of Receipts from Depositors, Year ended 20 Nov. 1867.	Annual Number of Payments to Depositors, Year ended 20 Nov. 1867.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1867.	Average Amount of Payments to Depositors, Year ended 20 Nov. 1867.			
			Life.				Terms of Years.											
			Immediate.		Deferred.		Immediate.		Deferred.									
			No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.								
£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	
-	-	-	28	528	-	-	-	-	-	-	-	6	2	3,583	1,554	4	10	6
100	-	-	-	-	-	-	-	-	-	-	-	6	8	314	129	7	1	7
4,800	-	-	-	-	-	-	-	-	-	-	-	6	-	1,078	471	3	13	2
24	14	11	1	10	-	-	-	-	-	-	-	7	8	2,056	1,474	5	3	-
120	-	-	-	-	-	-	-	-	-	-	-	7	-	440	143	4	6	5
												10	7	95	37	3	15	4
5,044	14	11	29	538	-	-	-	-	-	-	-	7	-	7,566	3,808	4	13	2
										Average.								
800	-	-	36	530	-	1	30	-	1	20	-	6	-	1,427	1,115	6	15	5
220	18	6	-	-	-	-	-	-	-	-	-	5	-	676	370	7	-	-
413	12	2	-	-	-	-	-	-	-	-	-	7	7	163	167	8	18	2
3,077	1	11	-	-	-	-	-	-	-	-	-	6	6	806	680	7	3	6
712	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
66	11	3	-	-	-	-	-	-	-	-	-	5	10	884	611	6	-	6
1,250	-	-	-	-	-	-	-	-	-	-	-	4	8	1,712	1,396	7	5	9
10,200	-	-	-	-	-	-	-	-	-	-	-	4	11	4,072	3,636	6	5	4
715	17	8	-	-	-	-	-	-	-	-	-	10	7	374	362	8	-	11
2,385	-	-	3	28	-	-	-	-	-	-	-	5	3	1,054	930	5	11	5
850	-	-	-	-	-	-	-	-	-	-	-	4	7	896	595	7	14	8
20,691	1	6	39	558	-	1	30	-	1	20	-	5	6	12,064	9,862	6	13	11
										Average.								
5,517	13	8	375	7,700	16	21	403	-	5	85	-	5	10	8,251	4,701	5	2	5
1,714	8	6	6	75	8	6	-	-	-	-	-	6	9	1,080	758	6	3	6
1,431	18	5	-	-	-	-	-	-	-	-	-	6	5	1,990	718	4	7	10
100	-	-	-	-	-	-	-	-	-	-	-	7	6	658	352	4	5	6
1,100	-	-	-	-	-	-	-	-	-	-	-	7	6	624	422	5	10	9
55	13	5	-	-	-	-	-	-	-	-	-	6	5	186	120	7	-	6
5,439	-	5	76	1,545	-	-	-	-	-	-	-	6	5	4,268	3,481	5	17	1
50	-	-	6	106	-	3	30	-	-	-	-	6	7	1,336	676	4	17	8
9	5	8	3	70	-	-	-	1	5	-	-	6	8	89	59	8	10	1
484	9	6	-	-	-	-	-	-	-	-	-	9	7	1,248	741	4	3	5
15,905	9	7	466	9,497	4	24	433	-	6	90	-	6	7	19,730	12,028	5	4	2
										Average.								
740	-	-	12	240	12	41	265	-	-	75	-	6	1	517	432	8	15	11
80	-	-	-	-	-	-	-	-	-	-	-	10	7	79	62	5	6	5
127	-	-	-	-	-	-	-	-	-	-	-	7	-	1,737	1,166	5	11	7
380	-	-	-	-	-	-	-	-	-	-	-	7	7	849	671	5	19	4
200	-	-	-	-	-	-	-	-	-	-	-	4	-	914	518	9	8	6
783	14	6	-	-	-	-	-	-	-	-	-	7	1	481	381	6	5	11
-	-	-	-	-	-	-	-	-	-	-	-	6	7	1,360	841	4	12	3
-	-	-	-	-	-	-	-	-	-	-	-	8	5	172	121	5	17	5
1,000	-	-	-	-	-	-	-	-	-	-	-	7	7	276	265	9	13	7
1,870	-	-	-	-	-	-	-	-	-	-	-	5	6	341	304	6	9	5
294	9	2	-	-	-	-	-	-	-	-	-	7	-	159	34	2	17	3
80	-	-	-	-	-	-	-	-	-	-	-	8	7	1,105	446	2	16	2
70	-	-	3	40	-	1	13	-	-	-	-	7	7	587	446	6	1	9
390	-	-	-	-	-	-	-	-	-	-	-	13	7	70	61	7	6	11
-	-	-	-	-	-	-	-	-	-	-	-	11	4	109	72	7	8	-
-	-	-	-	-	-	-	-	-	-	-	-	5	-	423	162	5	8	7
185	19	-	-	-	-	-	-	-	-	-	-	10	9	173	89	4	19	6
6,201	2	8	15	280	12	42	278	-	-	75	-	7	1	9,352	6,071	5	19	1
										Average.								

1.	2.		3.		4.		5.	6.	7.		8.		9.		10.		
COUNTY.	Number of Officers		Amount of Security given		Salaries and Allowances		Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1867.	Number of Accounts remaining Open, 20 Nov. 1867.	Total Amount owing to Depositors on 20 November 1867.		Total Amount invested with the Commissioners for the Reduction of the National Debt, on 20 Nov. 1867, excluding the Surplus Fund.		Balance in the Hands of the Treasurer on 20 Nov. 1867.		Rate of Interest		
	Un- paid.	Paid.	By the Unpaid Officers.	By the Paid Officers.	of the Paid Officers.										Paid to Depositors.		
ENGLAND—continued.																	
SUFFOLK:			£.	£.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	
Bungay - - -	1	2	200	300	65	5	-	71	12	5	781	21,244	1 8	20,932	16 3	396 8 6	2 18 4
Bury St. Edmunds - -	1	4	1,000	1,100	223	10	-	269	15	2	2,818	105,782	17 -	105,709	7 9	524 - 8	3 - -
Eye - - -	1	3	500	500	130	-	-	145	16	2	1,426	36,637	9 6	36,527	5 6	353 4 5	2 15 6
Framlingham - -	-	1	-	1,000	78	-	-	81	8	-	649	21,967	17 5	21,455	7 6	543 17 3	2 18 9
Hadleigh - -	2	2	400	200	67	7	-	110	19	6	684	24,012	19 5	23,750	16 2	368 7 1	2 17 1
Halesworth - -	1	3	1,000	300	76	-	-	95	15	10	705	22,956	9 9	22,897	1 9	109 16 9	2 18 4
Haverhill - -	1	2	300	150	35	-	-	42	18	-	548	14,798	16 7	14,694	1 9	211 6 9	2 18 4
Ipswich, Corn Hill	1	3	500	1,200	56	-	-	80	3	10	618	19,168	3 11	18,897	14 1	270 9 10	2 18 4
Ipswich, Queen Street.	1	3	1,000	900	290	-	-	410	16	6	4,147	118,534	- 1	118,202	- 3	859 18 11	2 18 4
Lowestoft - -	1	2	1,000	150	54	4	-	73	9	4	892	22,204	17 9	22,197	10 10	60 - 5	2 18 10
Saxmundham - -	2	2	500	500	15	14	-	19	12	6	262	4,604	6 8	4,580	13 9	31 7 2	2 17 1
Sudbury - -	1	2	500	700	85	5	-	110	4	5	1,100	38,567	18 9	38,383	6 10	232 15 6	3 - -
Woodbridge - -	1	3	1,000	600	172	12	-	222	6	1	2,082	67,303	14 9	67,503	5 11	137 3 2	3 - -
TOTAL - - -	14	32	7,900	7,600	1,348	17	-	1,734	17	9	16,712	517,783	13 3	515,731	8 4	4,098 16 5	2 18 9 Average.
SURREY:																	
Camberwell - -	1	5	500	500	245	10	-	338	11	5	2,905	50,960	4 5	50,781	18 5	469 12 -	2 15 -
Chertsey - -	1	1	300	100	65	-	-	87	17	6	552	15,742	12 8	15,481	4 1	368 2 9	3 - -
Croydon - -	1	5	250	300	143	-	-	160	6	6	1,203	32,290	17 4	31,090	13 2	1,187 5 6	2 18 4
Dorking - -	2	1	600	100	99	18	6	99	18	6	869	27,316	16 3	26,936	13 7	527 19 5	2 18 4
Epsom - -	1	1	200	100	60	-	-	77	7	4	368	8,715	15 11	8,654	4 11	123 18 10	2 16 -
Ewell - -	2	1	200	30	20	-	-	37	7	6	180	5,304	1 2	5,182	7 -	151 - 2	2 16 -
Farnham - -	1	2	1,000	1,050	105	-	-	117	1	5	1,700	47,496	18 9	47,028	8 -	651 15 8	3 - 10
Godalming - -	1	2	1,500	200	70	-	-	83	8	2	490	18,960	12 3	18,790	11 11	323 - 3	2 18 4
Guildford - -	1	5	1,500	500	151	-	-	213	6	5	2,533	83,688	5 5	82,592	8 2	1,277 6 11	3 - 10
Kennington - -	1	1	500	100	50	-	-	98	19	11	1,354	13,459	19 4	13,431	5 3	129 12 4	2 17 1
Kingston - -	1	3	1,000	400	147	-	-	200	1	9	1,652	37,739	10 7	37,677	12 11	153 3 8	3 - -
Lambeth - -	-	4	-	1,550	293	10	-	442	10	3	2,830	66,216	10 1	65,829	6 7	774 2 4	2 15 6
Lambeth, St. John	1	1	500	200	60	-	-	93	2	4	647	15,077	8 10	14,850	3 6	227 15 5	2 15 6
Reigate - -	1	1	200	20	79	1	9	88	5	10	949	26,543	8 2	26,500	9 -	136 4 8	3 - 10
Richmond - -	1	2	1,000	600	182	12	-	209	11	8	1,820	38,604	8 8	38,378	- 10	338 17 1	2 15 6
Rotherhithe - -	2	-	500	-	-	-	-	41	15	6	1,012	10,580	9 -	10,408	7 1	161 14 7	2 18 4
Southwark - -	1	8	2,000	2,400	1,077	13	4	1,267	6	6	10,034	231,827	9 4	229,762	4 11	3,233 4 1	2 18 4
TOTAL - - -	19	43	11,750	8,150	2,849	5	7	3,656	18	6	31,098	730,525	8 2	723,375	19 4	10,234 15 8	2 18 3 Average.
SUSSEX:																	
Arundel - -	2	2	600	120	66	-	-	91	2	6	1,184	40,021	7 7	39,718	15 4	434 15 6	3 - -
Battle - -	1	2	500	550	85	10	-	101	2	9	1,475	41,878	13 4	41,582	7 2	440 13 1	3 - -
Brighton - -	1	3	1,000	1,400	585	-	-	705	5	-	7,248	212,980	12 4	211,137	4 8	2,690 9 7	3 - -
Chichester - -	1	1	500	200	220	-	-	247	8	-	2,953	107,147	2 10	106,889	13 10	496 9 11	3 - -
East Grinstead - -	1	2	400	300	110	17	7	124	16	-	1,043	30,748	- 2	30,469	10 4	411 14 1	2 18 4
Hastings - -	2	1	500	250	90	17	1	70	4	5	1,017	25,557	16 1	25,175	9 9	473 3 5	3 - -
Horsham - -	1	2	500	300	80	-	-	113	7	8	1,005	30,848	14 9	30,481	13 6	566 1 4	3 - -
Lewes - -	1	1	1,000	300	188	4	-	249	10	11	3,162	86,132	12 11	85,090	17 5	1,302 10 10	3 - -
Midhurst - -	1	2	400	150	46	-	-	59	10	6	513	19,277	13 11	19,082	- 11	218 8 7	2 18 4
Petworth - -	1	3	200	400	115	-	-	119	13	7	639	22,288	16 1	22,099	14 4	173 2 2	2 16 8
Rye - -	1	3	500	300	116	10	-	141	5	6	1,239	47,066	15 8	47,039	13 -	215 5 -	3 - -
Uckfield - -	1	1	300	250	47	10	-	62	9	-	324	9,273	7 1	8,900	3 2	375 13 5	2 15 6
Worthing - -	-	3	-	200	92	17	6	113	15	5	1,195	32,440	16 7	32,003	1 6	638 14 6	2 18 4
TOTAL - -	14	26	6,400	4,720	1,844	6	2	2,199	11	3	22,997	705,662	9 4	699,670	4 11	8,437 1 5	2 19 8 Average.

11.	12.								13.	14.	15.	16.	17.
Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1867.	Total Number and Amount of Annuities granted from the Commencement.								Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1867.	Annual Number of Receipts from Depositors, Year ended 20 Nov. 1867.	Annual Number of Payments to Depositors, Year ended 20 Nov. 1867.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1867.	Average Amount of Payments to Depositors, Year ended 20 Nov. 1867.
	Life.				Terms of Years.								
	Immediate.		Deferred.		Immediate.		Deferred.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
350 - -	-	-	-	-	-	-	-	- 6 7	574	336	3 10 5	8 16 4	
900 - -	10	171 - -	5	125 - -	-	-	-	- 5 -	1,539	877	5 9 6	11 17 4	
600 - -	4	75 - -	4	90 - -	-	-	-	- 7 9	855	341	4 5 9	11 2 4	
214 14 10	-	-	-	-	-	-	-	- 7 3	364	113	5 11 4	20 15 1	
250 - -	-	-	-	-	-	-	-	- 9 1	318	160	5 5 8	15 - -	
41 13 7	3	58 - -	-	-	-	-	-	- 8 10	480	230	4 16 3	15 8 1	
43 13 5	-	-	-	-	-	-	-	- 5 8	280	193	6 18 2	10 5 -	
-	-	-	-	-	-	-	-	- 8 4	485	302	5 1 3	10 16 6	
1,200 - -	-	-	-	-	-	-	-	- 6 9	3,647	2,876	4 6 3	6 14 9	
110 - -	-	-	-	-	-	-	-	- 6 7	535	340	4 - 2	10 4 6	
-	-	-	-	-	-	-	-	- 8 6	235	40	2 14 10	5 15 -	
230 - -	-	-	-	-	-	-	-	- 5 8	784	477	3 15 8	7 19 -	
1,000 - -	-	-	-	-	-	-	-	- 6 5	1,728	923	4 9 -	11 2 -	
4,940 1 10	17	304 - -	9	215 - -	-	-	-	- 6 7 Average.	11,824	7,208	4 10 10	9 8 -	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	39	594 9 6	2	50 - -	2	20 - -	-	- 13 2	2,616	1,572	3 14 -	7 1 -	
460 - 1	-	-	-	-	-	-	-	- 10 10	311	246	5 7 4	8 13 -	
738 16 9	-	-	-	-	-	-	-	- 9 8	676	591	5 8 4	10 14 -	
516 - 5	-	-	-	-	-	-	-	- 7 2	519	204	4 16 4	19 - -	
60 - -	-	-	-	-	-	-	-	- 17 6	193	145	4 13 11	8 13 -	
47 12 1	-	-	-	-	-	-	-	- 13 11	97	32	3 19 10	12 12 -	
850 - -	9	142 13 -	4	60 - -	-	-	-	- 4 10	1,164	633	5 - 5	12 8 -	
934 10 7	-	-	-	-	-	-	-	- 8 4	342	153	6 16 7	15 - -	
1,320 3 -	27	551 3 -	-	-	-	-	-	- 5 -	1,761	1,179	5 11 8	9 8 -	
-	-	-	-	-	-	-	-	- 14 10	1,666	581	6 8 1	15 3 -	
500 - -	-	-	-	-	-	-	-	- 10 5	953	750	6 1 2	12 7 -	
100 - -	-	-	-	-	-	-	-	- 12 6	4,955	2,023	2 17 9	8 7 -	
-	-	-	-	-	-	-	-	- 12 4	1,249	470	1 19 2	5 5 -	
360 10 -	-	-	-	-	-	-	-	- 6 6	700	222	3 8 8	16 5 -	
-	-	-	-	-	-	-	-	- 9 5	1,542	723	4 1 7	9 7 -	
-	-	-	-	-	-	-	-	- 10 6	1,819	459	1 14 4	8 - -	
7,800 - -	-	-	-	-	-	-	-	- 10 6	7,793	4,249	4 18 10	10 14 -	
13,687 12 11	75	1,288 5 6	6	110 - -	2	20 - -	-	- 9 9 Average.	28,356	14,232	3 19 3	9 13 -	
-	-	-	-	-	-	-	-	-	-	-	-	-	
473 11 10	4	110 - -	1	30 - -	-	-	-	- 4 6	694	380	6 15 2	14 4 8	
907 9 8	-	-	-	-	-	-	-	- 4 8	827	403	6 4 11	14 5 11	
500 - -	-	-	-	-	-	-	-	- 6 6	10,731	4,957	4 15 4	12 1 10	
2,400 - -	103	2,051 12 -	3	46 - -	-	-	-	- 4 6	2,084	1,316	6 2 8	12 12 2	
150 - 10	-	-	-	-	-	-	-	- 8 3	662	251	6 3 1	15 13 1	
-	-	-	-	-	-	-	-	- 7 1	616	398	3 2 9	10 12 8	
450 - -	-	-	-	-	-	-	-	- 8 -	698	275	6 4 -	17 5 8	
-	-	-	-	-	-	-	-	- 5 9	2,139	749	5 1 4	18 10 1	
160 - -	-	-	-	-	-	-	-	- 6 1	252	159	6 6 8	16 7 1	
479 18 11	-	-	-	-	-	-	-	- 10 6	231	147	6 15 10	15 14 9	
140 17 7	-	-	-	-	-	-	-	- 5 11	709	292	5 19 3	17 - 5	
218 16 5	-	-	-	-	-	-	-	- 13 2	193	95	6 9 4	22 7 8	
750 - -	-	-	-	-	-	-	-	- 6 10	906	343	4 19 5	13 4 -	
6,630 15 3	107	2,161 12 -	4	76 - -	-	-	-	- 6 2 Average.	20,772	9,765	5 4 4	13 8 4	

1.	2.		3.		4.	5.	6.	7.	8.	9.	10.
COUNTY.	Number of Officers		Amount of Security given		Salaries and Allowances of the Paid Officers.	Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1867.	Number of Accounts remaining Open 20 Nov. 1867.	Total Amount owing to Depositors on 20 November 1867.	Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1867, excluding the Surplus Fund.	Balance in the Hands of the Treasurer on 20 Nov. 1867.	Rate of Interest Paid to Depositors.
	Un-paid.	Paid.	By the Unpaid Officers.	By the Paid Officers.							
ENGLAND—continued.											
WARWICK:			£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.
Alcester - -	1	1	500	500	37 18 5	63 15 3	435	14,593 - 9	14,580 14 6	71 15 9	3 - -
Atherstone - -	1	1	400	100	60 - -	72 9 3	526	23,981 18 8	23,590 7 1	414 14 5	3 - -
Coventry - -	1	2	1,000	1,100	262 12 -	430 5 -	6,033	143,624 10 1	143,291 12 1	1,028 11 4	2 18 4
Stratford-on-Avon	1	3	1,000	650	127 - -	151 7 10	1,069	37,222 17 7	36,941 - 7	285 3 6	3 - -
Sutton Coldfield -	1	1	500	500	60 - -	64 2 1	279	8,918 8 2	8,802 9 6	96 10 5	2 15 -
Warwick - -	1	3	2,000	300	265 - -	401 8 1	4,061	136,513 18 4	136,050 2 2	946 3 1	3 - -
TOTAL - - -	6	11	5,400	3,150	812 10 5	1,186 7 6	12,403	364,854 13 7	363,256 5 11	2,842 18 6	2 19 3 Average.
WESTMORLAND:											
Kirkby Lonsdale	1	3	400	400	70 - -	82 12 8	1,224	33,109 - 8	32,870 9 11	239 15 7	3 - -
WILTS:											
Bradford - -	1	2	-	1,000	23 1 -	28 9 6	317	10,088 2 8	9,873 10 6	214 12 2	3 - -
Calne - -	1	3	500	250	55 15 -	82 6 4	556	18,258 13 -	18,166 - 8	172 19 11	3 - -
Chippenham - -	1	3	1,000	600	137 12 -	157 8 8	1,840	44,155 18 6	44,138 1 5	250 12 3	2 18 4
Devizes - -	1	2	1,000	300	120 - -	194 1 2	2,062	63,627 4 1	63,554 9 10	287 3 8	3 - -
Malmesbury - -	1	3	500	600	40 - -	48 10 -	397	12,586 18 4	12,360 14 10	293 4 8	2 18 4
Marlborough - -	1	3	1,000	100	100 - -	160 6 8	1,306	49,270 18 6	49,099 6 8	395 4 5	3 - 10
Melksham - -	2	2	200	200	40 - -	46 6 8	339	9,382 16 1	9,476 16 4	(a) - -	2 18 4
Salisbury - -	1	4	1,500	1,200	352 10 -	463 1 8	3,587	131,037 13 4	130,679 9 8	795 18 4	3 - -
Swindon - -	1	2	500	350	85 - -	94 9 7	1,324	41,745 2 7	41,549 3 1	364 14 11	3 - -
Trowbridge - -	1	2	500	130	95 - -	125 - 3	1,588	54,377 3 5	54,079 17 10	330 3 5	3 - 7
Warminster - -	1	2	1,000	600	170 - -	200 14 5	2,134	67,324 6 11	66,984 3 6	570 16 2	3 - -
TOTAL - - -	12	28	7,700	5,330	1,218 18 -	1,600 14 11	14,950	501,854 17 5	499,961 14 4	3,675 9 11	2 19 11 Average.
WORCESTER:											
Bromsgrove - -	1	3	1,000	300	60 - -	73 13 6	496	8,155 19 5	6,207 2 -	2,345 3 1	3 - -
Droitwich - -	1	2	2,000	200	35 - -	37 - 6	246	8,041 11 2	8,167 19 -	(b) - - -	2 18 9
Kidderminster - -	1	3	1,000	400	120 - -	161 6 1	1,367	42,560 5 8	42,343 3 -	351 10 1	3 - -
Shipston-on-Stour	1	2	200	200	55 15 -	65 2 11	1,163	43,463 12 2	42,688 2 6	950 2 8	3 - 10
Stourport - -	1	2	400	500	47 7 -	53 7 6	476	13,268 11 11	12,914 4 11	381 12 6	3 - -
Tenbury - -	1	2	500	120	47 13 11	54 - -	719	16,124 11 10	15,729 19 10	481 8 10	3 - -
Upton-on-Severn	1	2	500	100	55 10 -	86 15 8	539	18,626 11 1	18,032 11 7	639 7 11	3 - -
Worcester - -	1	3	2,000	1,400	500 - -	710 1 -	7,329	204,375 11 4	202,510 8 8	2,488 13 9	3 - -
TOTAL - - -	8	19	7,600	3,220	921 5 11	1,241 7 2	12,335	354,616 14 7	348,593 11 6	7,637 18 10	3 - 1 Average.
YORK (EAST RIDING):											
Beverley - -	1	2	500	600	150 - -	244 12 4	1,868	68,625 10 5	67,888 15 1	936 11 9	3 - -
Bridlington - -	1	3	1,000	750	110 - -	131 14 3	1,339	46,448 11 4	46,265 2 8	223 3 3	3 - -
Driffield - -	1	3	1,000	800	105 - -	118 19 9	1,733	48,552 7 5	48,558 10 3	151 18 5	3 - -
Howden - -	-	2	-	700	60 - -	74 4 5	720	22,227 9 1	22,016 19 8	289 17 7	2 18 4
Kingston-upon-Hull	-	8	-	5,700	1,087 10 -	1,239 14 -	14,715	384,395 13 3	384,910 16 3	1,060 19 10	3 - -
York - -	1	5	1,000	950	567 - -	732 8 9	6,802	232,486 4 8	231,726 16 1	1,572 16 2	3 - -
TOTAL - - -	4	23	3,500	9,500	2,079 10 -	2,541 13 6	27,180	802,735 16 2	801,367 - -	4,235 7 -	2 19 11 Average.
YORK (NORTH RIDING):											
Bedale - -	1	2	1,000	60	85 - -	122 11 6	1,513	43,693 14 6	43,516 18 5	171 9 11	3 - 10
Guisborough - -	1	2	-	200	65 - -	68 18 2	477	12,610 18 5	12,540 - 6	262 11 5	2 15 6
Leyburn - -	1	2	1,000	1,000	62 - -	81 - 6	1,040	24,231 1 11	23,958 18 1	364 9 3	3 - -
Malton - -	1	2	1,000	150	145 - -	227 15 11	2,204	66,039 10 -	65,969 4 4	322 4 7	2 18 4
Northallerton - -	1	2	1,000	520	65 5 -	135 16 -	1,315	36,907 18 8	36,669 4 7	356 9 2	3 - -
Pickering - -	-	3	-	300	74 - -	88 1 10	892	22,339 4 7	22,190 4 -	252 1 -	2 16 8

(a) 94 l. = s. 3 d. owing to Treasurer.

(b) 73 l. 8 s. 5 d. owing to Treasurer.

11.	12.								13.	14.	15.	16.	17.
Total Amount of the separate Surplus Fund in the Hands of the Commissioners, on 20 Nov., 1867.	Total Number and Amount of Annuities granted from the Commencement.								Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1867.	Annual Number of Receipts from Depositors, Year ended 20 Nov. 1867.	Annual Number of Payments to Depositors, Year ended 20 Nov. 1867.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1867.	Average Amount of Payments to Depositors, Year ended 20 Nov. 1867.
	Life.				Terms of Years.								
	Immediate.		Deferred.		Immediate.		Deferred.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.				£. s. d.	£. s. d.
- 230 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 -	270	135	5 17 9	12 2 -
1,800 - -	20	369 - -	3	36 - -	-	- - -	-	- - -	- 5 11	267	172	30 19 4	44 17 8
90 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 -	7,242	3,415	3 18 4	9 2 7
92 18 2	-	- - -	-	- - -	-	- - -	-	- - -	- 8 1	839	314	5 12 -	16 4 6
1,559 19 11	36	707 14 -	2	40 - -	-	- - -	-	- - -	- 15 -	110	58	3 3 1	11 6 10
									- 5 10	2,805	1,292	4 12 11	16 1 11
3,772 18 1	56	1,076 14 -	5	76 - -	-	- - -	-	- - -	- 6 5	11,533	5,386	4 5 6	11 12 9
									Average.				
27 17 11	-	- - -	-	- - -	-	- - -	-	- - -	- 5 -	648	376	6 8 9	9 4 6
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 -	212	155	6 1 8	9 14 1
- 80 - -	24	329 - -	-	- - -	-	- - -	-	- - -	- 9 -	227	135	6 5 1	11 14 2
- 180 - -	20	333 10 -	4	65 - -	1	20 - -	-	- - -	- 7 5	759	383	6 11 6	14 2 7
1,100 - -	25	492 3 -	2	20 - -	-	- - -	-	- - -	- 5 11	1,411	643	5 1 10	14 5 9
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 7	221	66	4 15 10	16 19 3
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 4	584	414	4 15 6	15 1 6
1,895 15 6	50	962 9 -	2	40 - -	1	15 - -	-	- - -	- 9 9	188	115	3 19 5	7 14 8
400 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 -	1,906	1,483	5 17 8	10 3 -
100 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 4 5	1,048	616	6 2 5	12 8 5
300 - -	30	532 10 -	1	20 - -	2	30 - -	-	- - -	- 4 9	1,089	583	5 4 7	9 11 4
									- 5 -	1,281	775	4 18 11	12 1 6
4,055 15 6	149	2,649 12 -	9	145 - -	4	65 - -	-	- - -	- 6 4	8,926	5,368	5 10 -	11 19 -
									Average.				
- - -	1	15 - -	-	- - -	-	- - -	-	- - -	- 17 9	541	856	2 18 3	16 - 11
370 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 8 11	126	57	4 4 1	7 17 1
445 - -	12	205 - -	2	30 - -	-	- - -	-	- - -	- 7 5	1,054	552	4 7 -	10 16 11
1,415 9 7	-	- - -	-	- - -	-	- - -	-	- - -	- 2 11	514	343	6 15 1	12 15 -
710 15 2	-	- - -	-	- - -	-	- - -	-	- - -	- 8 -	194	123	5 10 -	14 7 4
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 3	362	183	5 9 7	10 9 4
600 19 10	-	- - -	-	- - -	-	- - -	-	- - -	- 9 3	456	221	5 18 3	16 11 11
11,092 18 11	3	59 - -	-	- - -	-	- - -	-	- - -	- 6 11	4,650	2,373	5 17 -	12 - 1
14,635 3 6	16	279 - -	2	30 - -	-	- - -	-	- - -	- 6 8	7,897	4,708	5 9 3	12 16 7
									Average.				
744 3 -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 -	944	827	7 2 10	12 12 2
- 50 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 9	923	777	7 3 1	10 12 1
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 4 10	1,080	888	5 17 -	8 14 7
1,500 - -	17	369 - -	-	- - -	-	- - -	-	- - -	- 6 7	420	235	7 6 3	12 8 10
7,424 7 3	30	567 1 -	2	50 - -	-	- - -	-	- - -	- 6 4	17,780	20,471	4 17 4	4 13 10
									- 6 3	4,306	3,513	6 14 8	10 12 8
9,718 10 3	47	936 1 -	2	50 - -	-	- - -	-	- - -	- 6 2	25,453	26,711	5 8 8	6 1 4
									Average.				
667 19 7	-	- - -	-	- - -	-	- - -	-	- - -	- 5 8	656	581	5 2 4	12 3 11
3 6 1	-	- - -	-	- - -	-	- - -	-	- - -	- 9 1	351	166	4 12 -	17 2 7
210 15 6	-	- - -	-	- - -	-	- - -	-	- - -	- 5 -	529	289	5 6 4	12 15 11
980 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 10	1,111	949	6 1 8	9 2 4
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 4	830	663	6 3 -	8 - 9
150 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 10	431	365	3 8 -	10 7 -

(continued)

1.	2.	3.	4.	5.	6.	7.	8.	9.	10.		
COUNTY.	Number of Officers		Amount of Security given		Salaries and Allowances of the Paid Officers.	Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1867.	Number of Accounts remaining Open 20 Nov. 1867.	Total Amount owing to Depositors on 20 November 1867.	Total Amount Invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1867, excluding the Surplus Fund.	Balance in the Hands of the Treasurer on 20 Nov. 1867.	Rate of Interest Paid to Depositors.
	Un-paid	Paid.	By the Unpaid Officers.	By the Paid Officers.							
ENGLAND—continued.											
YORK (NORTH RIDING)—cont ^d .			£.	£.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Richmond -	1	2	1,000	750	120 - -	174 1 1	1,924	57,032 2 4	56,585 6 10	452 16 8	3 - 10
Scarborough -	1	1	500	300	80 - -	133 14 9	2,013	63,545 9 1	62,862 9 8	898 17 1	2 18 4
Stokesley -	1	2	1,000	1,000	56 - -	75 4 7	712	22,611 8 5	22,409 - 11	377 10 5	3 - -
Thirsk -	1	2	1,000	200	105 5 -	154 3 9	1,721	58,269 19 7	58,362 1 3	42 8 2	3 - -
Whitby -	1	4	1,000	1,200	125 - -	163 10 7	1,154	22,408 19 11	22,317 7 8	190 7 3	2 15 6
TOTAL - - -	10	24	8,500	5,680	982 10 -	1,424 18 8	14,965	429,690 7 5	427,380 16 3	3,691 4 11	2 19 2 Average.
YORK (WEST RIDING):											
Barnsley -	1	3	1,000	900	225 - -	314 5 8	3,605	79,320 7 6	79,072 9 10	377 6 5	2 18 4
Birstal and Batley -	-	3	-	600	100 12 8	100 12 8	1,049	31,594 12 9	31,022 4 7	582 7 4	2 18 -
Bradford -	1	3	1,000	800	575 - -	771 15 10	9,524	224,322 7 11	224,497 - 3	168 2 7	3 - -
Doncaster -	1	4	1,500	950	380 - -	474 19 3	4,349	154,699 9 7	154,031 2 7	1,037 6 5	3 - -
Goole -	1	2	500	160	18 12 6	21 6 -	294	7,049 4 10	6,810 8 6	238 16 4	2 18 4
Halifax -	1	2	1,000	300	255 - -	281 1 4	1,545	69,449 17 7	68,939 16 9	760 5 -	2 18 4
Harewood -	-	1	-	300	50 - -	57 4 7	355	15,614 13 9	15,512 12 9	89 7 9	3 - 10
Huddersfield -	1	4	1,000	1,300	545 - -	718 13 1	7,223	228,692 7 11	226,961 15 6	2,107 10 10	3 - 7
Keighley -	-	3	-	1,100	161 5 -	184 - -	1,785	53,452 13 6	53,138 12 7	571 19 2	2 18 4
Knaresborough -	1	5	1,000	350	270 - -	379 1 7	3,138	94,149 17 2	93,323 13 11	1,239 1 9	2 17 1
Leeds -	1	7	3,000	2,600	925 16 8	1,142 7 5	12,345	352,523 8 7	349,700 4 2	3,356 11 4	2 18 4
Otley -	1	2	500	600	90 - -	90 19 6	579	18,486 16 10	18,002 9 2	542 6 6	2 15 6
Pontefract -	1	2	500	300	205 - -	255 8 6	2,676	82,476 18 8	82,244 10 8	375 11 4	3 - -
Ripon -	1	3	1,000	330	126 9 -	201 14 3	1,597	44,142 - 8	44,046 3 5	288 3 3	2 17 1
Rotherham -	1	2	200	200	65 - -	115 12 4	1,000	20,315 14 -	20,251 7 8	198 18 10	2 18 6
Settle -	1	2	500	500	160 - -	181 2 10	2,302	66,261 8 1	65,785 19 7	500 15 3	3 - -
Sheffield -	1	11	1,000	3,100	1,072 19 3	1,464 9 1	19,581	439,115 2 1	434,642 11 7	5,817 14 7	3 - -
Wakefield -	1	3	1,000	500	205 - -	272 12 9	1,817	52,028 19 10	51,577 11 6	580 11 2	2 15 6
Wentworth -	-	1	-	500	30 - -	44 8 -	436	9,683 1 11	9,331 6 3	413 11 1	3 - -
TOTAL - - -	15	63	14,700	15,330	5,460 15 1	7,071 14 8	75,200	2,043,379 3 2	2,028,892 1 3	19,246 6 11	2 19 3 Average.
WALES:											
ANGLESEY:											
Beaumaris -	5	6	900	1,800	196 3 -	269 12 9	1,483	39,040 15 6	37,819 7 8	1,294 16 4	2 15 6
BRECON:											
Brecon -	1	4	200	800	85 - -	108 15 5	1,276	26,677 10 -	26,169 3 10	640 19 8	2 16 3
CARDIGAN:											
Aberystwyth -	1	2	-	300	80 - -	139 12 9	1,181	38,932 7 10	38,555 11 2	380 6 11	3 - -
CARMARTHEN:											
Llandilo -	1	3	200	220	90 - -	165 17 8	1,552	60,222 5 1	57,038 17 -	3,371 2 7	3 - -
Llanelly -	1	1	500	150	36 - -	46 6 4	630	16,762 17 10	16,331 2 6	498 14 11	3 - 10
Newcastle-Emlyn -	1	1	200	50	44 16 2	55 2 2	565	16,342 6 5	16,256 16 9	160 7 -	2 18 4
TOTAL - - -	3	5	900	420	170 16 2	267 6 2	2,747	93,327 9 4	89,626 16 3	4,030 4 6	2 19 10 Average.
CARNARVON:											
Pwllheli -	3	1	200	100	50 - -	73 2 2	534	16,365 17 2	16,342 12 1	147 12 6	2 15 6
DENBIGH:											
Denbigh -	1	2	1,000	300	30 - -	48 14 7	400	6,606 8 4	6,555 9 8	98 11 5	2 15 6
Ruthin -	-	3	-	1,050	67 13 -	89 12 6	684	24,974 9 10	24,573 13 10	509 12 -	3 - -
Wrexham -	-	3	-	1,600	146 11 6	198 18 4	2,495	49,706 7 9	49,820 9 10	33 10 3	2 18 4
TOTAL - - -	1	8	1,000	2,950	244 4 6	337 5 5	3,579	81,287 5 11	80,949 13 4	641 13 8	2 18 7 Average.

11.	12.								13.	14.	15.	16.	17.
Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1867.	Total Number and Amount of Annuities granted from the Commencement.								Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1867.	Annual Number of Receipts from Depositors, Year ended 20 Nov. 1867.	Annual Number of Payments to Depositors, Year ended 20 Nov. 1867.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1867.	Average Amount of Payments to Depositors, Year ended 20 Nov. 1867.
	Life.				Terms of Years.								
	Immediate.		Deferred.		Immediate.		Deferred.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
322 3 3	6	140 - -	-	- - -	-	- - -	-	- - -	- 6 1	965	640	6 15 9	14 3 5
950 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 4 1	1,363	1,283	7 5 3	8 18 8
410 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 5	357	244	5 16 2	13 1 4
500 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 2	881	631	7 1 2	12 13 3
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 14 6	704	643	3 15 4	5 13 6
4,194 4 5	6	140 - -	-	- - -	-	- - -	-	- - -	- 6 6 Average.	8,178	6,454	6 4 11	10 6 10
85 11 9	-	- - -	-	- - -	-	- - -	-	- - -	- 7 10	2,781	1,941	5 18 11	9 12 8
337 4 6	-	- - -	-	- - -	-	- - -	-	- - -	- 6 4	1,137	491	4 6 9	10 4 3
2,000 - -	61	1,289 4 -	4	61 - -	2	40 - -	-	- - -	- 6 10	8,376	7,099	5 - 6	8 1 5
1,800 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 1	3,663	2,464	6 7 7	11 4 4
850 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 -	417	143	3 9 5	6 5 -
755 19 3	-	- - -	-	- - -	-	- - -	-	- - -	- 7 10	1,541	931	5 13 8	14 7 10
550 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 11	135	150	7 16 6	11 3 -
2,609 - 1	-	- - -	-	- - -	-	- - -	-	- - -	- 6 10	8,106	5,932	5 1 4	6 13 6
14,510 13 1	-	- - -	-	- - -	-	- - -	-	- - -	- 6 11	1,919	950	5 13 4	14 10 3
150 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 8 3	1,848	1,453	6 8 3	11 1 3
1,879 3 9	-	- - -	-	- - -	-	- - -	-	- - -	- 6 2	13,249	12,309	5 6 1	7 - 6
160 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 9 6	333	290	5 15 6	12 14 6
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 -	1,650	996	5 11 11	12 2 2
599 14 8	-	- - -	-	- - -	-	- - -	-	- - -	- 9 -	1,016	616	4 14 11	9 12 6
2,354 9 8	19	383 - -	5	125 - -	-	- - -	-	- - -	- 11 5	1,537	566	2 14 2	9 15 -
33 15 3	-	- - -	-	- - -	-	- - -	-	- - -	- 5 4	1,380	543	6 9 11	17 5 7
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 7	25,676	19,513	4 9 4	6 - 2
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 10 5	1,447	793	4 12 2	10 15 3
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 2	225	213	8 3 4	9 11 -
28,675 12 -	80	1,672 4 -	9	186 - -	2	40 - -	-	- - -	- 6 10 Average.	76,436	57,402	5 - 8	7 15 1
1,000 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 13 5	1,082	818	4 1 6	9 4 10
163 2 -	-	- - -	-	- - -	-	- - -	-	- - -	- 8 4	728	429	5 11 9	5 4 7
900 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 11	460	389	8 - 9	12 17 3
343 16 8	-	- - -	-	- - -	-	- - -	-	- - -	- 5 5	643	246	17 2 10	15 6 11
- - -	1	30 - -	-	- - -	-	- - -	-	- - -	- 5 6	781	46	4 - 7	53 2 11
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 8	165	152	10 11 10	13 8 9
343 16 8	1	30 - -	-	- - -	-	- - -	-	- - -	- 5 8 Average.	1,589	444	6 17 6	18 12 2
426 3 7	-	- - -	-	- - -	-	- - -	-	- - -	- 8 7	319	177	5 9 10	9 12 1
90 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 14 -	581	240	2 8 -	7 4 11
400 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 3	329	356	7 4 7	8 9 10
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 8 -	2,245	1,115	4 17 7	12 1 9
490 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 8 2 Average.	3,155	1,711	4 13 4	10 13 2

NUMBER OF DEPOSITORS IN EACH SAVINGS BANK IN ENGLAND AND WALES, SCOTLAND,

1.	2.	3.		4.	5.	6.	7.	8.	9.	10.	
COUNTY.	Number of Officers		Amount of Security given		Salaries and Allowances of the Paid Officers.	Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1867.	Number of Accounts remaining Open 20 Nov. 1867.	Total Amount owing to Depositors on 20 November 1867.	Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1867, excluding the Surplus Fund.	Balance in the Hands of the Treasurer on 20 Nov. 1867.	Rate of Interest Paid to Depositors.
	Un-paid.	Paid.	By the Unpaid Officers.	By the Paid Officers.							
WALES—continued.											
FLINT:			£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.
Holywell - -	1	2	500	650	119 10 9	168 18 2	842	30,407 14 5	30,268 4 -	300 5 1	2 15 6
Maelor - -	1	1	500	700	40 - -	64 17 4	220	9,866 7 9	9,861 6 2	198 3 2	2 18 4
Mold - -	1	2	200	150	80 - -	134 18 10	1,123	37,638 17 6	37,553 11 -	276 15 1	2 18 4
St. Asaph - -	1	2	1,000	250	88 18 -	117 13 8	1,145	38,936 3 1	38,956 1 6	270 3 -	3 - 10
TOTAL - - -	4	7	2,200	1,750	328 8 9	486 8 -	3,330	116,849 2 9	116,639 2 8	1,045 6 4	2 18 5 Average.
GLAMORGAN:											
Bridgend - -	1	2	1,000	200	75 - -	156 19 4	725	32,907 6 6	32,949 5 6	90 6 9	2 18 4
Caerphilly - -	2	-	500	-	- - -	- - -	2	204 13 6	214 15 5	3 5 -	2 17 1
Cardiff - -	1	2	500	500	197 2 -	286 12 11	3,461	90,790 - 2	90,534 12 2	653 4 10	3 - 7
Swansea - -	2	4	2,000	700	295 - -	545 1 4	4,514	176,082 12 8	175,412 18 7	1,196 19 10	3 - -
TOTAL - - -	6	8	4,000	1,400	567 2 -	988 13 7	8,702	299,984 12 10	299,111 11 8	1,943 16 5	3 - - Average.
MONTGOMERY:											
Welchpool - -	1	3	500	550	145 - -	223 18 8	2,334	82,626 3 10	82,296 - 10	758 7 -	3 - - Average.
PEMBROKE:											
Haverfordwest - -	1	3	500	200	136 - -	193 - 11	2,320	91,951 15 9	91,721 11 2	437 - 9	3 - -
Narberth - -	2	-	1,000	-	- - -	(a) 20 - -	31	1,895 7 4	1,871 - 10	28 6 10	3 - -
Pembroke - -	1	2	500	100	107 12 -	149 8 1	1,386	61,386 14 9	61,174 3 3	366 2 3	3 - -
Tenby - -	1	2	300	150	22 2 -	31 8 9	435	12,537 11 3	12,351 14 10	269 - 6	3 - -
TOTAL - - -	5	7	2,300	450	265 14 -	393 17 9	4,172	167,771 9 1	167,118 10 1	1,100 10 4	3 - - Average.
RADNOR:											
Knighton - -	1	2	400	120	27 2 -	39 15 6	676	13,850 7 2	13,738 10 11	185 13 2	3 - -

SCOTLAND - - - - -

ABERDEEN:											
Aberdeen - -	1	6	1,000	1,500	572 10 -	686 9 5	21,065	248,435 8 3	248,560 2 4	639 8 9	3 - -
Ellon - -	-	1	-	250	8 9 10	8 9 10	429	8,844 8 8	8,984 1 1	113 17 10	2 18 4
Insch - -	1	1	100	100	5 17 -	7 8 4	215	2,805 6 6	2,787 - -	18 6 6	3 - -
Inverury - -	1	1	200	200	32 - -	43 10 8	1,165	7,119 8 1	6,777 16 8	379 12 6	2 15 -
Kildrummy - -	1	2	50	-	- - -	- - -	131	2,178 8 7	2,053 9 4	155 - 3	2 18 -
Kintore - -	1	3	200	200	14 3 -	21 4 5	247	6,539 7 3	6,442 16 9	114 14 6	3 - -
New Deer - -	1	1	100	100	20 - -	21 15 -	380	9,259 2 1	9,041 19 10	217 2 3	3 - -
TOTAL - - -	6	15	1,650	2,350	652 19 10	788 17 8	23,632	285,181 9 5	284,647 6 -	1,638 2 7	2 19 10 Average.
BANFF:											
Banff - -	1	1	-	300	42 10 -	43 15 4	659	11,350 11 5	11,049 1 4	338 19 2	2 18 4
Gamrie - -	1	2	200	50	9 3 5	9 3 5	111	2,278 2 7	2,094 10 9	183 11 10	2 15 -
Marnoch - -	1	1	-	200	4 4 3	4 4 3	217	2,615 7 -	2,599 - 1	23 14 8	2 18 4
TOTAL - - -	3	4	200	550	55 17 8	57 3 -	987	16,244 1 -	15,742 12 2	546 5 8	2 17 10 Average.
BÉRICK:											
Coldstream - -	2	1	150	-	1 1 -	12 18 3	264	3,306 4 -	3,264 4 7	41 19 5	2 18 4
BUTE:											
Rothsay - -	1	3	300	240	89 1 5	89 1 5	1,747	17,991 2 11	17,692 14 7	298 8 4	2 15 -
CAITHNESS:											
Thurso - -	1	1	300	200	16 15 1	17 - 11	273	2,945 5 6	2,779 8 10	181 9 3	2 15 -
Wick - -	1	3	500	700	74 - -	91 7 9	738	17,107 1 10	16,514 13 1	592 8 9	2 15 -
TOTAL - - -	2	4	800	900	90 15 1	108 8 8	1,011	20,052 7 4	19,294 1 11	773 18 -	2 15 - Average.

(a) This is the only sum paid for management since 1862.

11. Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1867.	12. Total Number and Amount of Annuities granted from the Commencement.								13. Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1867.	14. Annual Number of Receipts from Depositors, Yearended 20 Nov. 1867.	15. Annual Number of Payments to Depositors, Yearended 20 Nov. 1867.	16. Average Amount of Receipts from Depositors, Year ended 20 Nov. 1867.	17. Average Amount of Payments to Depositors, Year ended 20 Nov. 1867.
	Life.				Terms of Years.								
	Immediate.		Deferred.		Immediate.		Deferred.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.		£. s. d.	£. s. d.	
- - -	3	76 - -	-	- - -	-	- - -	-	- - -	- 10 8	558	533	6 3 1	11 3 3
-	-	-	-	-	-	-	-	-	- 8 10	90	65	6 6 1	14 12 9
1,000 - -	-	-	-	-	-	-	-	-	- 6 8	868	618	6 5 2	10 19 11
200 - -	-	-	-	-	-	-	-	-	- 5 9	564	449	7 4 11	12 13 9
1,200 - -	3	76 - -	-	- - -	-	- - -	-	- - -	- 8 2 Average.	2,080	1,666	6 10 10	11 13 -
745 17 11	-	- - -	-	- - -	-	- - -	-	- - -	- 9 3	530	240	5 - -	18 15 6
-	-	-	-	-	-	-	-	-	- -	-	2	- - -	1 2 6
100 - -	-	-	-	-	-	-	-	-	- 6 3	5,270	2,557	4 18 6	10 11 2
1,800 - -	-	-	-	-	-	-	-	-	- 6 1	4,536	3,892	6 8 7	8 2 5
2,645 17 11	-	- - -	-	- - -	-	- - -	-	- - -	- 6 6 Average.	10,336	6,691	5 11 10	9 8 8
315 6 11	2	38 - -	-	- - -	-	- - -	-	- - -	- 5 4 Average.	1,342	924	6 17 5	12 5 -
1,500 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 4 1	1,139	1,244	9 2 4	9 16 6
4 12 6	-	-	-	-	-	-	-	-	- -	7	14	6 17 1	11 19 4
1,065 9 2	8	166 - -	-	- - -	-	- - -	-	- - -	- 4 9	780	787	8 3 9	9 5 4
-	-	-	-	-	-	-	-	-	- 4 11	296	145	7 - 6	17 5 3
2,570 1 8	8	166 - -	-	- - -	-	- - -	-	- - -	- 4 7 Average.	2,222	2,190	8 10 1	10 2 8
-	-	-	-	- - -	-	- - -	-	- - -	- 5 8	332	141	6 13 -	15 12 5

SCOTLAND.

- - -	48	921 18 -	- - -	- - -	- - -	- - -	- - -	- - -	- 5 6	13,335	11,517	4 2 3	4 18 8
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 2 -	258	162	4 6 3	9 2 6
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 5 3	88	111	4 3 2	3 14 3
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 12 2	310	209	2 15 2	5 8 8
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	50	38	5 3 9	11 6 3
80 - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 6 4	107	118	4 18 1	8 7 -
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 4 8	221	147	6 9 5	6 3 3
80 - -	48	921 18 -	- - -	- - -	- - -	- - -	- - -	- - -	- 5 6 Average.	14,369	12,302	4 2 8	5 1 2
- - -	6	88 10 6	- - -	- - -	- - -	- - -	- - -	- - -	- 6 8	543	422	2 18 9	3 19 8
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 10 -	58	52	7 11 6	5 4 1
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 3 6	138	118	4 15 7	4 3 5
- - -	6	88 10 6	- - -	- - -	- - -	- - -	- - -	- - -	- 7 - Average.	739	592	3 12 11	4 2 8
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 8 2	266	88	2 11 8	8 6 1
- - -	4	58 - -	- - -	- - -	- - -	- - -	- - -	- - -	- 10 -	1,619	1,391	4 4 2	4 10 2
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 11 1	148	108	3 8 7	3 3 7
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 10 -	450	514	5 5 9	3 10 11
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 10 10 Average.	598	622	4 16 8	3 9 -

1.	2.		3.		4.	5.	6.	7.	8.	9.	10.
COUNTY.	Number of Officers		Amount of Security given		Salaries and Allowances of the Paid Officers.	Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1867.	Number of Accounts remaining Open 20 Nov. 1867.	Total Amount owing to Depositors on 20 November 1867.	Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1867, excluding the Surplus Fund.	Balance in the Hands of the Treasurer on 20 Nov. 1867.	Rate of Interest Paid to Depositors.
	Un-paid.	Paid.	By the Unpaid Officers.	By the Paid Officers.							
SCOTLAND—continued.											
			£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.
DUMBARTON:											
Alexandria -	-	1	1	300	250	16 - -	31 13 10	838	5,403 13 6	4,864 13 11	2 15 -
Kirkintilloch -	-	2	1	-	100	10 6 1	10 6 1	326	1,362 1 11	1,209 15 -	2 10 -
TOTAL - - -	-	3	2	300	350	26 6 1	41 19 11	1,164	6,765 15 5	6,074 8 11	2 14 - Average.
DUMFRIES:											
Lochmaben -	-	1	1	100	100	1 17 10	3 1 1	210	749 6 1	659 - 6	2 15 -
Thornhill -	-	1	3	250	600	48 10 10	53 17 9	673	8,983 1 6	8,980 12 7	2 15 -
TOTAL - - -	-	2	4	350	700	50 8 8	56 18 10	883	9,732 7 7	9,639 13 1	2 15 -
EDINBURGH:											
Dalkeith -	-	-	3	-	300	100 - -	111 18 9	998	14,807 16 2	13,990 12 10	2 10 -
Edinburgh -	-	1	12	1,000	6,900	1,780 - -	2,154 8 6	34,559	599,044 6 10	596,539 3 3	3 - -
Newhaven -	-	2	1	-	100	5 - -	7 - -	320	2,129 17 6	2,122 14 5	3 - -
TOTAL - - -	-	3	16	1,000	7,300	1,885 - -	2,273 7 3	35,877	616,582 - 6	612,652 10 6	2 19 9 Average.
ELGIN:											
Elgin -	-	1	6	1,000	1,700	60 1 11	85 6 4	995	17,163 19 9	17,032 5 5	2 17 6
Forres -	-	1	3	500	250	34 - -	36 15 6	430	6,232 2 11	6,121 3 4	2 15 -
TOTAL - - -	-	2	9	1,500	1,950	94 1 11	122 1 10	1,425	23,396 2 8	23,153 8 9	2 16 10 Average.
FIFE:											
Cupar -	-	1	4	500	500	118 1 5	134 19 4	1,750	27,532 14 8	27,226 12 3	2 15 -
Dunfermline -	-	1	5	500	800	137 - -	174 5 8	3,539	62,613 8 -	62,197 6 1	3 - -
Kirkcaldy -	-	1	2	500	200	94 - -	115 4 11	2,165	23,033 12 10	23,003 11 4	2 16 3
St. Andrews -	-	1	1	250	250	25 - -	34 15 1	775	9,570 15 10	9,369 19 4	2 15 -
TOTAL - - -	-	4	12	1,750	1,750	374 1 5	459 5 -	8,229	122,750 11 4	121,797 9 -	2 17 9 Average.
FORFAR:											
Brechin -	-	1	3	150	300	39 3 -	43 18 11	807	10,759 8 6	10,575 - 2	2 18 4
Dundee -	-	1	4	200	1,500	514 5 -	655 7 3	9,386	162,630 18 4	159,295 2 6	3 - -
Forfar -	-	1	5	200	375	29 8 -	39 8 -	780	7,880 19 11	7,522 8 6	2 15 -
Montrose -	-	1	4	200	650	145 - -	180 17 2	2,870	53,164 17 11	52,651 - -	3 - -
TOTAL - - -	-	4	16	750	2,825	727 16 -	919 11 4	13,843	234,436 4 8	230,043 11 2	2 19 9 Average.
INVERNESS:											
Inverness -	-	1	9	250	1,200	114 10 6	172 10 9	2,975	38,525 - -	37,143 3 1	3 - -
Portree (Isle of Skye) -	-	1	1	-	-	10 - -	13 15 5	166	1,566 10 2	1,405 2 2	2 15 -
TOTAL - - -	-	2	10	250	1,200	124 10 6	186 6 2	3,141	40,091 10 2	38,548 5 3	2 19 10 Average.
KINCARDINE:											
Pettercairn -	-	2	1	100	50	8 11 10	10 11 10	108	2,162 16 5	2,005 6 6	2 15 -
Fordoun -	-	1	2	100	120	16 12 -	19 10 10	251	4,238 2 10	4,147 - -	2 15 -
Lawrencekirk -	-	1	2	100	120	6 11 8	7 8 2	133	1,673 14 8	1,579 2 9	2 15 -
Stonehaven -	-	1	1	500	500	60 - -	89 18 -	1,723	47,230 17 10	46,738 4 10	3 - -
TOTAL - - -	-	5	6	800	790	91 15 6	127 8 10	2,215	55,305 11 9	54,469 14 1	2 19 3 Average.
KIRKCUDBRIGHT:											
Castle Douglas -	-	1	6	100	200	45 9 4	51 1 4	686	10,070 13 9	10,048 10 -	2 15 -
LANARK:											
Carluke -	-	1	2	400	200	41 1 -	43 6 -	719	15,091 12 4	14,847 18 1	3 - -
Glasgow -	-	-	21	-	8,850	3,166 7 8	3,614 13 6	55,126	1,214,056 19 4	1,207,860 9 -	3 - -
TOTAL - - -	-	1	23	400	9,050	3,207 8 8	3,657 19 6	55,845	1,229,148 11 8	1,222,708 7 1	3 - - Average.
NAIRN:											
Nairn -	-	1	3	200	200	30 7 6	33 5 9	625	6,714 6 10	6,564 14 4	2 15 -

11.	12.								13.	14.	15.	16.	17.
Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1867.	Total Number and Amount of Annuities granted from the Commencement.								Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1867.	Annual Number of Receipts from Depositors, Year ended 20 Nov. 1867.	Annual Number of Payments to Depositors, Year ended 20 Nov. 1867.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1867.	Average Amount of Payments to Depositors, Year ended 20 Nov. 1867.
	Life.				Terms of Years.								
	Immediate.		Deferred.		Immediate.		Deferred.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 11 9	1,242	466	2 10 3	4 17 4	
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	14 8	646	212	1 19 -	5 15 -	
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 12 4 Average.	1,888	678	2 6 5	5 2 11	
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 8 6	483	199	1 9 11	2 11 2	
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 11 11	446	326	2 17 8	4 9 1	
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 11 7 Average.	929	525	2 3 3	3 14 9	
500 - -	717	14,741 6 6	40	661 15 -	3	60 - -	- - -	- 15 1	2,175	943	1 18 -	4 5 3	
- - -	-	- - -	-	- - -	-	- - -	- - -	- 7 1	72,933	48,072	3 - 2	4 3 4	
- - -	-	- - -	-	- - -	-	- - -	- - -	- 6 8	2,718	676	- 17 11	3 6 2	
500 - -	717	14,741 6 6	40	661 15 -	3	60 - -	- - -	- 7 4 Average.	77,826	49,691	2 18 2	4 3 2	
50 - -	-	- - -	-	- - -	-	- - -	- - -	- 7 6	524	417	3 18 1	5 13 1	
- - -	-	- - -	-	- - -	-	- - -	- - -	- 11 9	283	168	3 7 4	5 16 5	
50 - -	-	- - -	-	- - -	-	- - -	- - -	- 10 4 Average.	807	585	3 14 3	5 14 -	
- 450 - -	6	89 - -	-	- - -	-	- - -	- - -	- 10 -	1,473	903	3 2 11	5 8 3	
- 400 - -	-	- - -	-	- - -	-	- - -	- - -	- 5 6	4,101	2,512	3 19 1	5 13 10	
- - -	2	20 - -	-	- - -	-	- - -	- - -	- 9 9	3,200	1,632	2 3 2	4 16 5	
- - -	9	135 - -	-	- - -	-	- - -	- - -	- 7 2	1,530	886	2 9 5	3 4 2	
850 - -	17	244 - -	-	- - -	-	- - -	- - -	- 7 5 Average.	10,304	5,932	3 1 3	4 13 10	
50 - -	1	20 - -	-	- - -	-	- - -	- - -	- 8 1	870	405	2 11 9	5 13 3	
626 16 10	15	338 5 -	2	40 - -	-	- - -	- - -	- 8 -	24,407	14,977	3 18 3	5 5 2	
- - -	-	- - -	-	- - -	-	- - -	- - -	- 9 11	1,251	601	2 3 4	3 9 4	
- - -	25	338 - -	-	- - -	-	- - -	- - -	- 6 5	5,612	3,153	2 11 6	4 - 8	
676 16 10	41	696 5 -	2	40 - -	-	- - -	- - -	7 10 Average.	32,140	19,136	3 11 6	5 - 2	
- - -	-	- - -	-	- - -	-	- - -	- - -	- 8 11	3,413	2,720	2 12 5	3 12 2	
- - -	-	- - -	-	- - -	-	- - -	- - -	- 13 -	117	164	3 17 3	3 18 -	
- - -	-	- - -	-	- - -	-	- - -	- - -	- 9 3 Average.	3,530	2,884	2 14 2	3 16 1	
- - -	-	- - -	-	- - -	-	- - -	- - -	- 9 9	83	55	4 2 2	6 12 6	
- - -	-	- - -	-	- - -	-	- - -	- - -	- 9 2	130	129	5 6 4	4 15 5	
- - -	-	- - -	-	- - -	-	- - -	- - -	- 10 -	111	70	3 19 3	5 13 8	
- - -	-	- - -	-	- - -	-	- - -	- - -	- 3 9	1,363	1,149	5 12 3	5 16 6	
- - -	-	- - -	-	- - -	-	- - -	- - -	- 4 7 Average.	1,697	1,403	5 8 1	5 16 5	
- - -	2	58 - -	-	- - -	-	- - -	- - -	- 10 1	708	355	2 12 1	5 1 -	
- - -	-	- - -	-	- - -	-	- - -	- - -	- 5 8	750	492	4 4 5	5 5 1	
- - -	148	3,077 9 6	4	58 - -	4	80 - -	- - -	- 5 11	136,936	80,603	3 6 9	4 17 3	
- - -	-	- - -	-	- - -	-	- - -	- - -	- 5 11	137,086	81,095	3 6 10	4 17 4	
- - -	-	- - -	-	- - -	-	- - -	- - -	- 10 - Average.	440	349	3 9 7	4 12 -	

1.	2.		3.		4.		5.		6.		7.		8.		9.		10.						
COUNTY.	Number of Officers		Amount of Security given		Salaries and Allowances of the Paid Officers.		Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1867.		Number of Accounts remaining Open, 20 Nov. 1867.		Total Amount Owing to Depositors on 20 November 1867.		Total Amount invested with the Commissioners for the Reduction of the National Debt, on 20 Nov. 1867, excluding the Surplus Fund.		Balance in the Hands of the Treasurer on 20 Nov. 1867.		Rate of Interest Paid to Depositors.						
	Un-paid.	Paid.	By the Unpaid Officers.	By the Paid Officers.																			
SCOTLAND—continued.																							
PERTH:			£.	£.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.				
Perth - - -	-	5	-	1,250	83	6	8	115	15	3	1,741	17,893	2	10	16,300	10	9	1,482	16	4	2	12	6
RENFREW:																							
Paisley - - -	1	4	500	750	245	-	-	325	18	7	3,840	64,725	6	4	64,104	8	8	651	5	9	2	15	-
ROSS and CROMARTY:																							
Tain - - -	2	1	500	500	30	-	-	17	8	10	333	5,110	8	-	4,754	9	9	374	9	5	2	15	-
ROXBURGH:																							
Galashiels - -	1	2	-	200	48	14	4	62	3	7	555	7,294	9	1	6,681	16	4	660	6	3	2	17	6
Hawick - - -	1	3	300	700	65	-	-	71	1	3	1,320	24,012	-	11	23,818	19	2	217	-	9	3	-	-
Jeithburgh - -	1	3	300	300	100	-	-	122	7	6	1,439	34,873	-	7	34,853	8	4	142	-	1	2	18	4
Kelso - - -	1	2	300	400	75	5	-	80	17	10	968	19,795	3	3	19,525	16	5	340	4	2	2	18	6
TOTAL - - -	4	10	900	1,600	288	19	4	336	10	2	4,282	85,974	13	10	84,880	-	3	1,359	11	3	2	18	9
Average.																							
SELKIRK:																							
Selkirk - - -	1	1	-	200	40	-	-	51	6	2	343	6,917	9	8	6,806	19	2	212	3	3	2	10	-
STIRLING:																							
Falkirk - - -	1	3	300	500	87	-	-	106	15	-	3,517	39,269	4	1	39,016	16	10	287	-	7	3	-	-
Lennoxtown - -	-	1	-	100	9	10	6	9	10	6	295	3,228	2	8	3,084	11	8	143	11	-	2	18	4
Stirling - - -	1	2	500	700	110	13	5	138	-	5	2,190	29,013	3	1	29,087	5	3	(a)	-	-	2	15	-
TOTAL - - -	2	6	800	1,300	207	3	11	254	5	11	6,002	71,510	9	10	71,188	13	9	430	11	7	2	17	11
Average.																							

I R E L A N D . - - - - -

ANTRIM:													
Belfast	-	-	2	4	2,000	2,850	491 4 -	705 15 2	5,555	151,729 2 7	151,570 5 9	866 2 2	2 18 4
Gracehill	-	-	1	2	500	500	27 - -	30 16 7	7	50 11 3	145 15 1	- 10 4	2 15 6
TOTAL	-	-	3	6	2,500	3,350	518 4 -	736 11 9	5,562	151,779 13 10	151,716 - 10	866 12 6	2 18 4 Average.
ARMAGH:													
Armagh	-	-	1	4	1,000	1,400	225 - -	344 19 -	3,312	120,467 19 3	120,134 4 2	719 6 5	3 - -
CAVAN:													
Cavan	-	-	1	3	100	200	62 10 -	75 3 -	231	11,370 8 8	11,305 10 3	200 7 -	2 15 6
CLARE:													
Ennis	-	-	2	2	750	250	60 - -	80 1 2	354	11,694 13 -	11,380 3 4	318 10 9	2 15 6
CORK:													
Bandon	-	-	3	-	1,600	49 14 10	67 - 10	525	16,530 5 -	16,419 18 3	110 6 9	2 17 -	
Cork	-	-	9	-	6,550	870 6 8	1,234 5 2	6,695	261,706 10 4	262,045 19 1	932 12 9	2 17 -	
Fermoy	-	-	2	-	600	81 - -	91 8 -	305	9,071 - 6	9,012 13 5	136 8 6	2 15 9	
Youghal	-	-	1	3	900	80 - -	92 17 5	250	6,655 15 6	6,360 13 6	286 11 4	2 17 2	
TOTAL	-	-	1	17	-	9,650	1,081 1 6	1,485 11 5	7,775	293,963 11 4	293,839 4 3	1,465 19 4	2 17 - Average.
DOWN:													
Hillsborough	-	-	2	2	500	600	62 10 -	74 15 7	424	14,253 18 11	14,070 13 9	185 10 1	2 15 -
Newry	-	-	-	3	-	750	100 - -	171 13 11	1,481	51,267 14 6	51,283 19 1	593 10 11	2 18 4
Warrenpoint	-	-	1	2	500	200	38 - -	53 1 5	376	13,941 16 9	13,822 8 6	375 1 4	2 17 8
TOTAL	-	-	3	7	1,000	1,550	200 10 -	299 10 11	2,281	79,463 10 2	79,177 1 4	1,154 2 4	2 17 7

(a) Due to Treasurer £. 74. 2s. 2d.

11.	12.								13.	14.	15.	16.	17.
Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1867.	Total Number and Amount of Annuities granted from the Commencement.								Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1867.	Annual Number of Receipts from Depositors, Yearended 20 Nov. 1867.	Annual Number of Payments to Depositors, Year ended 20 Nov. 1867.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1867.	Average Amount of Payments to Depositors, Year ended 20 Nov. 1867.
	Life.				Terms of Years.								
	Immediate.		Deferred.		Immediate.		Deferred.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.				£. s. d.	£. s. d.
248 4 1	51	948 13 6	3	50 --	-	- - -	-	- - -	- 12 9	749	691	5 6 4	5 15 7
- - -	21	397 15 -	4	90 --	-	- - -	-	- - -	- 10 -	8,967	4,704	2 11 3	4 9 2
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 10	229	233	5 1 -	4 4 2
150 - -	1	8 - -	-	- - -	-	- - -	-	- - -	- 14 5	1,017	560	3 8 3	6 - -
- - -	22	444 14 6	-	- - -	-	- - -	-	- - -	- 5 10	1,951	896	3 3 7	6 7 10
- - -	9	173 - -	-	- - -	-	- - -	-	- - -	- 7 -	1,056	765	4 14 10	5 19 5
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 8 2	933	569	4 12 6	5 17 6
150 - -	32	625 14 6	-	- - -	-	- - -	-	- - -	- 7 9 Average.	4,957	2,790	3 16 8	6 1 10
100 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 14 10	394	232	4 15 3	8 8 4
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 -	4,592	1,495	2 13 11	5 13 4
- - -	1	18 - -	-	- - -	-	- - -	-	- - -	- 5 10	946	285	- 18 11	2 14 1
- - -	14	266 10 6	1	20 - -	-	- - -	-	- - -	- 9 6	2,690	1,180	2 11 5	5 12 -
- - -	15	284 10 6	1	20 - -	-	- - -	-	- - -	- 7 1 Average.	8,228	2,960	2 4 8	5 9 11

- - - - - I R E L A N D .

- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 9 3	8,865	4,668	4 16 1	8 12 10
- - -	-	- - -	-	- - -	-	- - -	-	- - -	(b) 15 13 -	107	333	5 15 11	19 13 7
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 9 8 Average.	8,972	5,001	4 16 4	9 7 6
950 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 8	3,157	3,563	9 14 2	5 13 4
110 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 9 5	167	152	9 9 3	21 1 3
285 4 6	-	- - -	-	- - -	-	- - -	-	- - -	- 13 6	375	680	9 11 2	5 2 4
1,200 - -	84	1,550 - -	-	- - -	6	140 - -	2	40 - -	- 8 1	464	425	14 9 10	11 14 6
150 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 9 4	7,761	8,958	9 4 6	8 12 -
400 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 19 8	707	452	2 14 10	4 16 1
- - -	-	- - -	-	- - -	-	- - -	-	- - -	1 6 4	563	300	2 19 1	6 8 11
1,750 - -	84	1,550 - -	-	- - -	6	140 - -	2	40 - -	- 10 - Average.	9,495	9,535	8 12 7	8 9 11
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 10 6	290	226	10 - -	11 15 -
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 7	841	1,075	14 19 4	6 14 19
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 8	182	310	13 9 4	9 11 4
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 7 5 Average.	1,313	1,611	13 13 3	8 5 -

(b) This bank has since closed.

1.	2.		3.		4.		5.		6.		7.		8.		9.		10.	
COUNTY.	Number of Officers		Amount of Security given		Salaries and Allowances of the Paid Officers.		Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1867.		Number of Accounts remaining Open, 20 Nov. 1867.		Total Amount Owing to Depositors on 20 November 1867.		Total Amount invested with the Commissioners for the Reduction of the National Debt, on 20 Nov. 1867, excluding the Surplus Fund.		Balance in the Hands of the Treasurer on 20 Nov. 1867.		Rate of Interest Paid to Depositors.	
	Un-paid.	Paid.	By the Unpaid Officers.	By the Paid Officers.														
IRELAND—continued.																		
DUBLIN:			£.	£.	£. s. d.		£. s. d.				£. s. d.		£. s. d.		£. s. d.		£. s. d.	
Castleknock -	1	1	100	20	7 - -		9 16 3		103		2,884 17 4		2,842 18 1		41 19 6		2 17 1	
Dublin -	-	9	-	5,700	1,240 2 -		1,849 2 7		11,785		250,110 13 -		248,915 9 9		1,813 18 10		2 15 -	
TOTAL -	1	10	100	5,720	1,247 2 -		1,858 18 10		11,888		252,995 10 4		251,758 7 10		1,855 18 4		2 15 - Average.	
FERMANAGH:																		
Enniskillen	1	5	-	1,050	225 - -		263 18 8		2,136		94,036 5 4		92,830 5 6		1,522 1 5		3 - -	
GALWAY:																		
Bullinasloe -	1	2	-	360	19 4 -		4 4 -		24		876 10 9		775 2 -		- 11 10		2 15 6	
KILDARE:																		
Celbridge -	3	2	100	50	27 - -		64 1 -		393		16,704 2 9		16,696 18 6		79 - 11		3 - 10	
KILKENNY:																		
Kilkenny -	1	4	500	700	29 4 -		57 16 2		268		7,469 14 -		7,018 16 -		452 1 9		2 10 -	
KING'S COUNTY:																		
Parsonstown -	1	2	300	100	120 - -		151 10 9		503		17,770 9 2		17,482 15 -		403 13 3		2 15 6	
Tullamore -	3	-	100	-	- - -		11 16 5		251		6,514 18 6		6,332 1 5		187 4 9		2 18 4	
TOTAL -	4	2	400	100	120 - -		163 7 2		754		24,285 7 8		23,814 16 5		590 18 -		2 16 3 Average.	
LIMERICK:																		
Limerick -	-	5	-	2,200	385 5 -		477 9 7		2,137		74,813 10 9		74,764 15 8		59 5 -		2 17 -	
LONDONDERRY:																		
Coleraine -	1	4	-	400	155 - -		177 13 7		1,793		63,660 4 6		63,106 9 5		712 9 1		3 - -	
Londonderry -	1	5	-	900	155 - -		198 - 2		1,869		51,601 4 7		50,942 17 11		872 10 1		3 - -	
Newtown Limavady	1	1	500	200	40 - -		62 16 8		533		18,942 7 7		18,713 18 3		334 14 4		3 - -	
TOTAL -	3	10	500	1,500	350 - -		438 10 5		4,195		134,203 16 8		132,763 5 7		1,919 13 6		3 - - Average.	
LOUTH:																		
Ardee -	1	2	500	1,000	57 10 -		64 16 1		293		11,091 19 1		10,929 17 8		181 15 11		2 18 4	
Drogheda -	-	4	-	1,500	220 - -		278 - 10		1,407		47,330 13 10		46,845 9 -		641 19 9		2 18 4	
Dundalk -	-	3	-	100	41 - -		42 - -		286		9,718 18 4		9,455 18 10		160 19 5		2 15 -	
TOTAL -	1	9	500	2,600	318 10 -		384 16 11		1,986		68,141 11 3		67,231 5 6		984 15 1		2 17 10 Average.	
MAYO:																		
Castlebar -	2	-	500	-	- - -		1 2 3		19		227 19 11		147 10 6		83 8 3		3 - -	
MEATH:																		
Kells -	1	3	300	1,200	106 4 -		106 4 -		428		15,998 18 1		15,710 7 3		308 19 1		2 10 -	
Navan -	2	2	100	100	21 - -		21 8 4		117		3,599 19 6		3,557 9 3		49 10 -		2 16 -	
TOTAL -	3	5	400	1,300	127 4 -		127 12 4		545		19,598 17 7		19,267 16 6		358 9 1		2 11 1 Average.	
MONAGHAN:																		
Monaghan -	1	3	-	900	105 - -		127 3 10		1,026		25,427 16 11		25,128 19 7		319 17 -		2 15 6	

11. Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1867.			12. Total Number and Amount of Annuities granted from the Commencement.								13. Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1867.	14. Annual Number of Receipts from Depositors, Year ended 20 Nov. 1867.	15. Annual Number of Payments to Depositors, Year ended 20 Nov. 1867.	16. Average Amount of Receipts from Depositors, Year ended 20 Nov. 1867.	17. Average Amount of Payments to Depositors, Year ended 20 Nov. 1867.
			Life.				Terms of Years.								
			Immediate.		Deferred.		Immediate.		Deferred.						
			No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
£. s. d.			£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.	
- - -	-	-	- - -	-	- - -	-	- - -	-	- - -	- 6 -	464	118	- 17 1	5 18 3	
- - -	119	2,759 6 -	-	5	112 - -	-	16 - -	-	- - -	- 14 9	26,011	10,714	3 13 10	9 10 11	
- - -	119	2,759 6 -	-	5	112 - -	-	16 - -	-	- - -	- 14 8 Average.	26,475	10,832	3 12 10	9 10 2	
- - -	-	-	-	-	- - -	-	- - -	-	- - -	- 5 7	1,509	1,757	13 4 9	5 13 7	
110 18 3	-	- - -	-	- - -	-	- - -	-	- - -	- - -	- 9 5	13	18	6 - 11	17 6 4	
830 - -	-	- - -	-	- - -	-	- - -	-	- - -	- - -	- 7 3	279	269	10 10 1	15 8 11	
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- - -	- 14 6	541	372	4 3 5	6 1 6	
166 8 7	-	- - -	-	- - -	-	- - -	-	- - -	- - -	- 17 11	483	618	8 - -	5 12 8	
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- - -	- 3 7	288	311	6 16 8	4 8	
166 8 7	-	- - -	-	- - -	-	- - -	-	- - -	- - -	- 13 4 Average.	771	929	7 11 4	5 4 6	
200 - -	12	230 - -	1	10 - -	-	- - -	-	- - -	- - -	- 12 8	2,851	1,740	7 14 11	9 6	
100 - -	-	- - -	-	- - -	-	- - -	-	- - -	- - -	- 5 6	1,554	866	8 - 6	9 9 1	
440 - -	-	- - -	-	- - -	-	- - -	-	- - -	- - -	- 7 8	2,242	1,803	8 6 4	6 12	
100 - -	-	- - -	-	- - -	-	- - -	-	- - -	- - -	- 5 -	436	395	10 10 4	6 4	
640 - -	-	- - -	-	- - -	-	- - -	-	- - -	- - -	- 6 6 Average.	4,232	3,064	8 8 9	7 7	
95 - -	-	- - -	-	- - -	-	- - -	-	- - -	- - -	- 13 1	179	178	13 7 6	14 6	
754 18 2	-	- - -	-	- - -	-	- - -	-	- - -	- - -	- 11 7	1,773	1,735	7 11 1	6 17	
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- - -	- 8 9	252	292	8 1 4	9 11	
849 18 2	-	- - -	-	- - -	-	- - -	-	- - -	- - -	- 11 1 Average.	2,204	2,205	8 1 8	7 17	
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- - -	- 9 7	-	6	- - -	23 18	
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- - -	- 13 3	283	586	12 - 11	5 14	
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- - -	- 11 8	72	89	14 - -	6 -	
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- - -	- 13 - Average.	355	675	12 7 -	5 14	
- - -	-	- - -	-	- - -	-	- - -	-	- - -	- - -	- 9 8	907	725	6 12 8	6 17	

1.	2.		3.		4.	5.	6.	7.	8.	9.	10.
COUNTY.	Number of Officers		Amount of Security given		Salaries and Allowances of the	Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1867.	Number of Accounts remaining Open, 20 Nov. 1867.	Total Amount Owing to Depositors on 20 November 1867.	Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1867, excluding the Surplus Fund.	Balance in the Hands of the Treasurer on 20 Nov. 1867.	Rate of Interest Paid to Depositors.
	Un-paid.	Paid.	By the Unpaid Officers.	By the Paid Officers.	Paid Officers.						
IRELAND—contd.			£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.
QUEEN'S COUNTY:											
Abbeyleix -	1	3	400	1,100	45 9 -	52 9 -	265	9,626 3 7	9,492 13 6	152 7 5	2 15 -
Portarlington -	1	3	100	50	64 - -	84 19 -	383	10,802 4 6	10,650 - 2	157 12 6	2 15 6
TOTAL - - -	2	6	500	1,150	109 9 -	137 8 -	648	20,428 8 1	20,142 13 8	309 19 11	2 15 3 Average.
ROSCOMMON:											
Boyle - -	1	3	300	300	175 - -	185 - -	816	32,106 11 -	32,014 4 -	273 1 8	2 15 6
SLIGO:											
Sligo - - -	-	2	-	600	40 - -	58 10 -	607	17,079 17 9	16,628 19 8	461 7 -	2 18 6
TIPPERARY:											
Cashel - -	1	2	-	300	15 - -	16 - -	118	2,191 13 7	2,175 19 -	19 11 6	2 10 -
Clonmel - -	-	4	-	700	160 - -	189 17 1	562	12,201 10 4	11,930 - 1	179 16 4	2 10 -
Roscrea - -	1	2	-	300	40 - -	60 10 3	351	10,852 16 3	10,378 8 8	477 6 10	2 15 6
Thurles - -	-	2	-	300	50 - -	59 16 2	180	5,562 11 7	5,512 11 -	114 - 10	2 17 2
TOTAL - - -	2	10	-	1,600	265 - -	326 3 6	1,211	30,808 11 9	29,996 18 9	790 15 6	2 13 3 Average.
TYRONE:											
Clogher - -	1	2	200	200	45 - -	56 8 6	781	30,880 2 10	30,165 9 4	830 4 1	3 - 10
Cookstown -	1	3	300	100	31 - -	33 2 6	469	11,123 18 11	10,866 - 9	267 8 11	3 - -
Dungannon -	-	3	-	570	80 - -	150 7 8	952	28,391 9 10	28,326 18 10	186 15 6	3 - -
TOTAL - - -	2	8	500	870	156 - -	239 18 8	2,202	70,395 11 7	69,358 8 11	1,284 8 6	3 - 4 Average.
WATERFORD:											
Waterford -	1	7	-	1,250	296 10 -	397 11 5	1,820	51,537 18 4	51,227 14 -	465 19 10	2 15 6
WESTMEATH:											
Castle Pollard -	2	4	1,000	300	96 12 -	97 14 5	269	10,409 - 9	10,150 12 8	229 9 1	2 14 -
WEXFORD:											
Wexford - -	1	3	-	600	76 - -	88 16 -	333	8,356 3 3	8,058 18 7	191 7 5	2 10 -
WICKLOW:											
Baltinglass -	1	2	250	200	22 - -	27 7 4	214	4,372 4 11	4,345 17 11	26 7 -	2 15 - Average.

ISLANDS IN THE BRITISH SEAS. - - - - -

Guernsey - - -	1	2	400	700	500 - -	575 3 9	7,851	196,668 4 4	197,085 7 10	324 18 -	3 - -
Jersey - - -	1	4	1,000	1,200	745 - -	872 19 11	11,821	261,069 4 4	261,306 16 -	703 5 1	3 - -
TOTAL - - -	2	6	1,400	1,900	1,245 - -	1,448 3 8	19,672	457,737 8 8	458,392 3 10	1,028 3 1	3 - -

11. Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1867.	12. Total Number and Amount of Annuities granted from the Commencement.								13. Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Management at 20 Nov. 1867.	14. Annual Number of Receipts from Depositors, Year ended 20 Nov. 1867.	15. Annual Number of Payments to Depositors, Year ended 20 Nov. 1867.	16. Average Amount of Receipts from Depositors, Year ended 20 Nov. 1867.	17. Average Amount of Payments to Depositors, Year ended 20 Nov. 1867.
	Life.				Terms of Years.								
	Immediate.		Deferred.		Immediate.		Deferred.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.					
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 10 10	152	182	16 17 5	9 15 10	
180 - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 12 -	609	725	6 4 6	3 13 7	
180 - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 13 4 Average.	761	907	8 7 -	4 18 2	
100 - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 11 5	472	880	13 16 8	5 11 10	
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 6 9	716	551	5 2 6	5 14 7	
8 6 7	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 14 6	183	97	5 7 3	7 16 3	
893 6 1	5	73 - -	- - -	- - -	- - -	- - -	- - -	1 9 3	1,405	1,072	2 16 6	3 16 3	
25 1 7	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 11 1	350	148	11 4 -	10 9 9	
200 - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 17 8	301	122	4 5 -	8 18 -	
1,126 14 3	5	73 - -	- - -	- - -	- - -	- - -	- - -	1 - 5 Average.	2,239	1,439	4 9 7	5 2 -	
146 4 10	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 3 7	444	552	12 6 6	4 16 7	
140 - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 5 11	601	371	4 6 6	5 11 9	
200 - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 8 11	803	989	11 8 8	4 16 5	
486 4 10	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 6 9 Average.	1,848	1,912	9 6 10	4 18 11	
850 - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 15 1	3,157	2,837	5 5 2	4 18 7	
400 - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 10 11	178	170	12 11 7	8 14 9	
306 8 1	- - -	- - -	- - -	- - -	- - -	- - -	- - -	1 1 -	305	453	10 16 -	7 2 1	
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- 12 6	132	111	8 1 9	7 6 5	

ISLANDS IN THE BRITISH SEAS.

1,200 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 9	4,505	2,318	5 10 8	12 6 6
2,800 - -	23	462 12 6	-	- - -	-	- - -	-	- - -	- 6 7	5,226	3,709	6 3 8	10 11 4
4,000 - -	23	462 12 6	-	- - -	-	- - -	-	- - -	- 6 3	9,731	6,027	5 17 8	11 4 10

SUMMARY OF ENGLAND AND WALES.

1.			2.		3.		4.		5.		6.		7.		8.		9.	
COUNTY.	Population, 1861.	Number of Banks.	Number of Officers		Amount of Security given		Salaries and Allowances of the Paid Officers.		Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1867.		Number of Accounts remaining Open, 20 Nov. 1867.	Total Amount Owing to Depositors on 20 Nov. 1867.		Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1867, excluding the Surplus Fund.		Balance in the Hands of the Treasurer on 20 Nov. 1867.		
			Un-paid.	Paid.	By the Unpaid Officers.	By the Paid Officers.	£.	s. d.	£.	s. d.		£.	s. d.	£.	s. d.	£.	s. d.	
ENGLAND:																		
Bedford - - - - -	135,565	4	4	8	1,600	1,200	332	10 -	467	- 7	3,924	125,840	11 5	125,347	4 4	858	3 1	
Berks - - - - -	176,103	10	12	23	5,900	3,390	1,228	7 3	1,673	1 8	17,659	481,306	8 4	479,413	4 9	3,860	6 8	
Bucks - - - - -	166,597	5	6	9	3,900	1,570	432	10 9	560	8 8	5,873	146,441	5 -	145,375	4 4	1,751	16 5	
Cambridge - - - - -	175,950	4	4	13	2,600	2,000	684	7 -	856	1 6	8,884	262,770	5 -	261,663	13 9	2,413	5 10	
Chester - - - - -	505,153	13	14	32	11,350	10,050	2,096	- 6	2,982	14 7	25,306	913,726	5 9	908,205	- 4	9,159	15 11	
Cornwall - - - - -	369,323	9	10	28	7,500	5,350	1,412	3 -	1,806	2 11	15,396	663,096	10 8	660,802	14 9	4,618	12 5	
Cumberland - - - - -	205,293	7	7	21	4,600	3,450	868	15 -	1,202	13 11	11,863	355,186	18 8	354,083	14 6	2,236	1 9	
Dorby - - - - -	339,377	12	13	29	8,100	5,025	1,559	8 -	1,889	9 8	20,413	568,372	- 11	567,005	12 2	3,156	6 1	
Devon - - - - -	584,531	6	7	56	10,400	29,700	4,382	18 10	5,330	1 5	64,464	1,690,919	12 10	1,692,684	10 7	4,325	- -	
Dorset - - - - -	188,651	10	10	19	7,600	4,200	1,251	18 -	1,577	11 1	14,213	478,194	12 1	475,052	1 2	4,181	11 7	
Durham - - - - -	509,018	12	12	22	7,200	3,770	906	12 -	1,229	19 4	11,630	345,990	10 10	342,978	18 5	4,316	17 6	
Essex - - - - -	404,644	11	14	33	6,500	3,850	1,457	15 -	1,786	13 3	14,072	432,950	13 9	428,148	2 5	5,620	18 8	
Gloucester - - - - -	485,502	14	12	40	7,700	7,800	2,467	- -	3,240	3 3	31,459	994,917	10 7	992,480	7 9	6,215	19 11	
Hereford - - - - -	123,659	6	5	15	4,300	2,870	878	15 7	1,106	19 1	13,120	300,689	10 10	299,678	4 6	2,094	9 9	
Herts - - - - -	173,294	4	4	5	2,200	1,300	275	- -	354	5 2	3,326	101,119	13 3	99,398	6 9	2,666	18 -	
Huntingdon - - - - -	64,297	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Kent - - - - -	733,675	16	17	48	10,500	8,280	2,267	8 1	2,961	3 4	24,140	692,240	- 3	683,625	5 11	10,353	7 7	
Lancaster - - - - -	2,428,744	27	27	100	18,250	35,880	10,627	19 10	13,580	16 4	136,278	3,764,037	13 7	3,747,281	14 3	30,930	3 3	
Leicester - - - - -	237,402	5	6	12	3,300	2,500	843	14 -	1,020	- 10	12,908	302,914	14 6	301,566	8 7	2,808	11 5	
Lincoln - - - - -	411,997	15	15	42	8,800	7,720	2,209	1 9	2,981	6 4	31,032	786,631	13 3	782,557	12 1	7,570	1 6	
Middlesex - - - - -	2,205,771	31	30	149	43,050	56,195	17,401	14 6	22,299	13 11	235,733	5,011,696	16 11	5,005,931	18 4	24,894	1 11	
Monmouth - - - - -	174,670	5	5	11	3,600	1,770	468	15 -	622	3 -	4,336	127,588	12 3	123,506	10 9	4,767	8 -	
Norfolk - - - - -	435,422	10	11	25	10,800	7,175	1,609	3 -	2,019	17 2	20,668	650,942	11 10	646,726	2 -	6,363	3 1	
Northampton - - - - -	227,727	4	4	13	2,700	3,100	755	10 -	1,030	13 11	10,756	315,757	3 11	312,756	10 -	3,762	17 5	
Northumberland - - - - -	343,028	7	10	27	4,300	4,560	1,961	8 -	2,654	- 5	26,672	945,648	6 10	945,211	15 1	3,234	10 7	
Nottingham - - - - -	293,784	5	5	17	6,000	4,100	1,479	2 -	1,888	8 -	25,468	584,241	4 2	581,530	- 7	4,097	13 8	
Oxford - - - - -	172,266	6	6	14	6,300	2,495	826	14 2	1,237	19 -	12,630	346,082	4 8	343,729	14 5	3,452	4 -	
Rutland - - - - -	21,859	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Salop - - - - -	240,876	11	10	27	6,900	7,000	1,831	15 -	2,351	14 10	23,531	827,905	13 8	823,170	10 1	5,936	12 2	
Somerset - - - - -	444,725	10	14	27	13,000	7,355	2,375	2 -	2,990	5 6	29,157	893,586	17 3	890,198	17 6	5,441	0 -	
Southampton - - - - -	481,495	13	20	33	6,200	5,520	1,512	6 8	2,023	13 6	17,577	488,986	18 4	474,036	10 9	16,297	14 7	
Stafford - - - - -	746,584	18	17	29	9,500	5,450	1,166	18 1	1,560	1 11	13,418	432,654	8 1	427,743	8 7	6,604	7 2	
Suffolk - - - - -	336,271	13	14	32	7,900	7,600	1,348	17 -	1,734	17 9	16,712	517,783	13 3	515,731	8 4	4,098	16 5	
Surrey - - - - -	830,685	17	19	43	11,750	8,150	2,849	5 7	3,656	18 6	31,098	730,525	8 2	723,375	19 4	10,234	15 8	
Sussex - - - - -	363,648	13	14	26	6,400	4,720	1,844	6 2	2,199	11 3	22,997	705,662	9 4	699,670	4 11	8,437	1 5	
Warwick - - - - -	561,728	6	6	11	5,400	3,150	812	10 5	1,186	7 6	12,403	364,854	13 7	363,256	5 11	2,842	18 6	
Westmorland - - - - -	60,809	1	1	3	400	400	70	- -	82	12 8	1,224	33,109	- 8	32,870	9 11	239	15 7	
Wilts - - - - -	249,455	11	12	28	7,700	5,330	1,218	18 -	1,600	14 11	14,950	501,854	17 5	499,961	14 4	3,675	9 11	
Worcester - - - - -	307,601	8	8	19	7,600	3,220	921	5 11	1,241	7 2	12,335	354,616	14 7	348,593	11 6	7,637	18 10	
York, East Riding - - - - -	280,736	6	4	23	3,500	9,500	2,079	10 -	2,541	13 6	27,180	802,735	16 2	801,367	- -	4,235	7 -	
York, North Riding - - - - -	244,804	11	10	24	8,500	5,680	982	10 -	1,424	18 8	14,965	429,690	7 5	427,380	16 3	3,691	4 11	
York, West Riding - - - - -	1,507,511	19	15	63	14,700	15,330	5,460	15 1	7,071	14 8	75,200	2,043,379	3 2	2,028,892	1 3	19,246	6 11	
TOTAL ENGLAND - - - - -	18,949,930	415	434	1,199	318,500	307,705	85,117	11 2	110,026	- 8	1,114,970	30,516,649	13 2	30,362,990	- 2	258,390	1 1	
WALES:																		
Anglesey - - - - -	54,546	1	5	6	900	1,800	196	3 -	269	12 9	1,483	39,040	15 6	37,819	7 8	1,294	16 4	
Brecon - - - - -	61,627	1	1	4	200	806	85	- -	108	15 5	1,276	26,677	10 -	26,169	3 10	640	19 8	
Cardigan - - - - -	72,255	1	1	2	-	300	80	- -	139	12 9	1,181	38,932	7 10	38,555	11 2	380	6 11	
Carmarthen - - - - -	111,757	3	3	5	900	420	170	16 2	267	6 2	2,747	93,327	9 4	89,626	16 3	4,030	4 6	
Carnarvon - - - - -	95,668	1	3	1	200	100	50	- -	73	2 2	534	16,365	17 2	16,342	12 1	147	12 6	
Denbigh - - - - -	100,862	3	1	8	1,000	2,950	244	4 6	337	5 5	3,579	81,287	5 11	80,949	13 4	641	13 8	
Flint - - - - -	69,870	4	4	7	2,200	1,750	328	8 9	486	8 -	3,330	116,849	2 9	116,639	2 8	1,045	6 4	
Glamorgan - - - - -	317,751	4	6	8	4,000	1,400	567	2 -	988	13 7	8,702	299,984	12 10	299,111	11 8	1,943	16 5	
Merioneth - - - - -	38,888	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Montgomery - - - - -	67,075	1	1	3	500	550	145	- -	223	18 8	2,334	82,626	3 10	82,296	- 10	758	7 -	
Pembroke - - - - -	96,093	4	5	7	2,300	450	265	14 -	393	17 9	4,172	167,771	9 1	167,118	10 1	1,100	10 4	
Radnor - - - - -	25,403	1	1	2	400	120	27	2 -	39	15 6	676	13,850	7 2	13,738	10 11	185	13 2	
TOTAL WALES - - - - -	1,111,795	24	31	53	12,600	10,640	2,159	10 5	3,328	8 2	30,014	976,713	1 5	968,367	- 6	12,169	6 10	
TOTAL ENGLAND - - - - -	18,949,930	415	434	1,199	318,500	307,705	85,117	11 2	110,026	- 8	1,114,970	30,516,649	13 2	30,362,990	- 2	258,390	1 1	
TOTAL ENGLAND AND WALES - - - - -	20,06</																	

SUMMARY OF ENGLAND AND WALES.

10.	11.	12.								13.	14.	15.	16.	17.	C O U N T Y.
Rate of Interest Paid to Depositors.	Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1867.	Total Number and Amount of Annuities granted from the Commencement.								Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Manage- ment at 20 Nov. 1867.	Annual Number of Receipts from Depositors, Year ended 20 Nov. 1867.	Annual Number of Payments to Depositors, Year ended 20 Nov. 1867.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1867.	Average Amount of Payments to Depositors, Year ended 20 Nov. 1867.	
		Life.				Terms of Years.									
		Immediate.		Deferred.		Immediate.		Deferred.							
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.						
£. s. d.	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.	ENGLAND
2 19 5	635 18 -	42	854 8 6	3	60 - -	1	15 12 -	-	- - -	- 7 4	2,705	1,579	5 - 1	11 4 11	Bedford.
2 19 5	1,926 4 4	132	2,526 15 -	7	120 - -	1	12 - -	-	- - -	- 6 11	12,353	7,214	4 15 4	9 9 3	Berks.
2 19 4	450 - -	92	588 8 6	1	8 - -	-	- - -	-	- - -	- 7 7	4,144	1,748	3 2 11	11 12 9	Bucks.
2 18 8	2,400 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 5	16,460	3,874	1 17 9	8 6 2	Cambridge.
2 19 11	8,351 12 1	45	868 - -	6	121 - -	7	130 - -	-	- - -	- 6 5	22,315	13,897	6 6 6	10 6 6	Chester.
3 - 1	8,911 14 2	305	5,304 19 6	19	247 - -	-	- - -	-	- - -	- 5 4	7,217	8,296	8 11 4	10 12 2	Cornwall.
2 19 11	3,482 18 9	258	4,800 15 6	5	130 5 -	-	- - -	-	- - -	- 6 8	8,971	5,348	5 16 1	11 7 7	Cumberland.
2 19 10	5,045 5 8	-	- - -	-	- - -	-	- - -	-	- - -	- 6 7	14,267	7,729	5 18 10	11 19 5	Derby.
3 - -	12,848 14 4	1,422	26,396 8 6	61	1,165 - -	5	100 - -	-	- - -	- 6 2	40,346	28,650	5 7 7	9 8 4	Devon.
3 - 1	3,916 7 4	64	1,220 4 6	2	50 - -	3	50 - -	-	- - -	- 6 6	8,925	5,954	5 6 8	11 7 9	Dorset.
2 19 8	5,645 2 1	2	60 - -	-	- - -	-	- - -	-	- - -	- 6 11	10,471	10,712	5 10 7	7 18 1	Durham.
2 19 -	4,680 7 5	106	2,106 16 6	6	86 - -	-	- - -	-	- - -	- 8 2	8,974	4,829	4 11 2	12 16 -	Essex.
2 19 2	23,157 3 1	232	4,699 9 6	7	121 - -	1	15 - -	-	- - -	- 6 4	23,259	14,030	5 5 11	11 14 3	Gloucester.
2 19 6	2,751 2 9	105	2,190 10 -	5	55 - -	-	- - -	-	- - -	- 7 3	8,589	5,651	5 5 10	8 18 8	Hereford.
2 19 4	1,074 6 10	-	- - -	-	- - -	-	- - -	-	- - -	- 6 10	2,117	1,357	5 - 7	18 13 9	Herts.
-	-	-	- - -	-	- - -	-	- - -	-	- - -	-	-	-	-	-	Huntingdon.
2 18 8	8,457 - 1	101	1,932 - -	4	100 - -	-	- - -	-	- - -	- 8 5	19,423	11,368	5 - 8	11 - 2	Kent.
2 19 9	35,300 19 6	497	9,724 4 -	82	1,561 - -	147	2,542 10 -	2	20 - -	- 7 1	179,636	129,815	5 1 1	6 19 -	Lancaster.
2 18 5	3,704 5 6	-	- - -	-	- - -	-	- - -	-	- - -	- 6 8	11,146	6,289	4 10 -	9 10 -	Leicester.
2 18 4	5,614 7 -	94	1,965 14 -	2	30 - -	-	- - -	-	- - -	- 7 6	21,481	10,553	5 - 6	11 19 5	Lincoln.
2 19 2	30,227 5 6	4,259	74,227 8 6	539	10,425 14 -	87	1,292 12 6	7	140 - -	- 8 11	258,576	148,872	4 9 7	8 12 -	Middlesex.
2 19 3	1,991 6 9	-	- - -	-	- - -	-	- - -	-	- - -	- 9 5	2,819	2,095	6 2 1	16 3 5	Monmouth.
2 18 7	8,982 19 5	20	376 - -	1	30 - -	-	- - -	-	- - -	- 6 1	13,394	10,929	5 5 9	8 6 6	Norfolk.
2 19 3	3,699 2 9	5	83 - -	-	- - -	-	- - -	-	- - -	- 6 5	7,615	3,634	4 15 6	13 16 10	Norhampton.
3 - -	15,016 16 9	11	230 - -	1	30 - -	-	- - -	-	- - -	- 5 6	23,410	23,965	5 14 9	7 - 11	Northumberland.
2 18 10	13,497 5 2	29	598 - -	4	80 - -	4	70 - -	-	- - -	- 6 4	18,919	12,760	5 1 4	7 17 7	Nottingham.
2 19 9	5,044 14 11	29	538 - -	-	- - -	-	- - -	-	- - -	- 7 -	7,566	3,808	4 13 2	12 6 10	Oxford.
-	-	-	- - -	-	- - -	-	- - -	-	- - -	-	-	-	-	-	Rutland.
3 - 3	20,691 1 6	39	558 - -	1	30 - -	1	20 - -	-	- - -	- 5 6	12,064	9,862	6 13 11	10 2 5	Salop.
3 - 3	15,905 9 7	466	9,497 4 6	24	433 - -	6	90 - -	-	- - -	- 6 7	19,730	12,028	5 4 2	10 5 11	Somerset.
2 19 6	8,064 16 1	140	2,623 16 6	3	55 - -	4	50 - -	-	- - -	- 8 1	12,316	8,003	5 6 8	13 14 1	Southampton.
2 19 11	6,201 2 8	15	280 12 -	42	278 - -	-	- - -	6	75 - -	- 7 1	9,352	6,071	5 19 1	12 11 2	Stafford.
2 18 9	4,940 1 10	17	304 - -	9	215 - -	-	- - -	-	- - -	- 6 7	11,824	7,208	4 10 10	9 8 4	Suffolk.
2 18 3	13,687 12 11	75	1,288 5 6	6	110 - -	2	20 - -	-	- - -	- 9 9	28,356	14,232	3 19 3	9 13 8	Surrey.
2 19 8	6,630 15 3	107	2,161 12 -	4	76 - -	-	- - -	-	- - -	- 6 2	20,772	9,765	5 4 4	13 8 4	Sussex.
2 19 3	3,772 18 1	56	1,076 14 -	5	76 - -	-	- - -	-	- - -	- 6 5 1	11,533	5,386	11 5 6	11 12 9	Warwick.
3 - -	27 17 11	-	- - -	-	- - -	-	- - -	-	- - -	- 5 -	648	376	6 8 9	9 4 6	Westmorland.
2 19 11	4,055 15 6	149	2,649 12 -	9	145 - -	4	65 - -	-	- - -	- 6 4	8,926	5,368	5 10 -	11 19 -	Wilts.
3 - 1	14,635 3 6	16	279 - -	2	30 - -	-	- - -	-	- - -	- 6 8	7,897	4,708	5 9 3	12 16 7	Worcester.
2 19 11	9,718 10 3	47	936 1 -	2	50 - -	-	- - -	-	- - -	- 6 2	25,453	26,711	5 8 8	6 1 4	York, East Riding
2 19 2	4,194 4 5	6	140 - -	-	- - -	-	- - -	-	- - -	- 6 6	8,173	6,454	6 4 11	10 6 10	York, North Riding
2 19 3	28,675 12 -	80	1,672 4 -	9	186 - -	2	40 - -	-	- - -	- 6 10	76,436	57,402	5 - 8	7 15 1	York, West Riding
2 19 5	358,014 1 8	9,003	164,758 4 -	871	16,103 19 -	275	4,512 14 6	15	235 - -	- 7 1	1,008,583	658,530	4 19 4	8 17 6	TOTAL ENGLAND
Average.										Average.					
2 15 6	1,000 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 13 5	1,082	818	4 1 6	9 4 10	Anglesey.
2 16 3	163 2 -	-	- - -	-	- - -	-	- - -	-	- - -	- 8 4	728	429	5 14 9	5 4 7	Brecon.
3 - -	900 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 11	460	389	8 - 9	12 17 3	Cardigan.
2 19 10	343 16 8	1	30 - -	-	- - -	-	- - -	-	- - -	- 5 8	1,589	444	6 17 6	18 12 2	Carmarthen.
2 15 6	426 3 7	-	- - -	-	- - -	-	- - -	-	- - -	- 8 7	319	177	5 9 10	9 12 1	Carnarvon.
2 18 7	490 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 8 2	3,155	1,711	4 13 4	10 13 2	Denbigh.
2 18 5	1,200 - -	3	76 - -	-	- - -	-	- - -	-	- - -	- 8 2	2,080	1,666	6 10 10	11 13 -	Flint.
3 - -	2,645 17 11	-	- - -	-	- - -	-	- - -	-	- - -	- 6 6	10,336	6,691	5 11 10	9 8 8	Glamorgan.
-	-	-	- - -	-	- - -	-	- - -	-	- - -	-	-	-	-	-	Merioneth.
3 - -	315 6 11	2	38 - -	-	- - -	-	- - -	-	- - -	- 5 4	1,342	924	6 17 5	12 5 -	Montgomery.
3 - -	2,570 1 8	8	166 - -	-	- - -	-	- - -	-	- - -	- 4 7	2,222	2,190	8 10 1	10 2 8	Pembroke.
3 - -	-	-	- - -	-	- - -	-	- - -	-	- - -	- 5 8	332	141	6 13 -	15 12 5	Radnor.
2 19 4	10,054 8 9	14	310 - -	-	- - -	-	- - -	-	- - -	- 6 8	23,645	15,580	6 - -	10 9 11	TOTAL WALES.
2 19 5	358,014 1 8	9,003	164,758 4 -	871	16,103 19 -	275	4,512 14 6	15	235 - -	- 7 1	1,008,583	658,530	4 19 4	8 17 6	TOTAL ENGLAND
2 19 5	368,068 10 5	9,017	165,068 4 -	871	16,103 19 -	275	4,512 14 6	15	235 - -	- 7 1	1,032,228	674,110	4 19 10	8 18 3	TOTAL ENGLAND AND WALES.
Average.										Average.					

SUMMARY OF SCOTLAND.

1.			2.		3.		4.	5.	6.	7.	8.	9.
COUNTY.	Population, 1861.	Number of Banks.	Number of Officers		Amount of Security given		Salaries and Allowances of the Paid Officers.	Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1867.	Number of Accounts remaining Open, 20 Nov. 1867.	Total Amount owing to Depositors on 20 Nov. 1867.	Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1867, excluding the Surplus Fund.	Balance in the Hands of the Treasurer on 20 Nov. 1867.
			Un- paid.	Paid.	By the Unpaid Officers.	By the Paid Officers.						
					£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.
Aberdeen - - - - -	221,380	7	6	15	1,650	2,350	652 19 10	788 17 8	23,632	285,181 9 5	284,647 6 -	1,638 2 7
Argyll - - - - -	80,995	-	-	-	-	-	-	-	-	-	-	-
Ayr - - - - -	198,959	-	-	-	-	-	-	-	-	-	-	-
Banff - - - - -	59,234	3	3	4	200	550	55 17 8	57 3 -	987	16,244 1 -	15,742 12 2	546 5 8
Berwick - - - - -	36,614	1	2	1	150	-	1 1 -	12 18 3	264	3,306 4 -	3,264 4 7	41 19 5
Bute - - - - -	16,188	1	1	3	300	240	89 1 5	89 1 5	1,747	17,991 2 11	17,692 14 7	298 8 4
Caithness - - - - -	41,216	2	2	4	800	900	90 15 1	108 8 8	1,011	20,052 7 4	19,294 1 11	773 18 -
Clackmannan - - - - -	21,449	-	-	-	-	-	-	-	-	-	-	-
Dumbarton - - - - -	52,035	2	3	2	300	350	26 6 1	41 19 11	1,164	6,765 15 5	6,074 8 11	708 19 3
Dumfries - - - - -	75,877	2	2	4	350	700	50 8 8	56 18 10	883	9,732 7 7	9,639 13 1	152 14 10
Edinburgh - - - - -	273,869	3	3	16	1,000	7,300	1,885 - -	2,273 7 3	35,877	616,582 - 6	612,652 10 6	6,723 13 11
Elgin - - - - -	42,692	2	2	9	1,500	1,950	94 1 11	122 1 10	1,425	23,396 2 8	23,153 8 9	373 3 11
Fife - - - - -	154,555	4	4	12	1,750	1,750	374 1 5	459 5 -	8,229	122,750 11 4	121,797 9 -	1,330 15 4
Forfar - - - - -	204,365	4	4	16	750	2,825	727 16 -	919 11 4	13,843	234,436 4 8	230,043 11 2	4,662 6 11
Haddington - - - - -	37,623	-	-	-	-	-	-	-	-	-	-	-
Inverness - - - - -	87,435	2	2	10	250	1,200	124 10 6	186 6 2	3,141	40,091 10 2	38,548 5 3	1,610 11 3
Kincardine - - - - -	34,461	4	5	6	800	790	91 15 6	127 8 10	2,215	55,305 11 9	54,469 14 1	992 1 8
Kinross - - - - -	7,975	-	-	-	-	-	-	-	-	-	-	-
Kirkcudbright - - - - -	42,430	1	1	6	100	200	45 9 4	51 1 4	686	10,070 13 9	10,048 10 -	67 6 9
Lanark - - - - -	631,559	2	1	23	400	9,050	3,207 8 8	3,657 19 6	55,845	1,229,148 11 8	1,222,708 7 1	6,440 17 9
Linlithgow - - - - -	38,845	-	-	-	-	-	-	-	-	-	-	-
Nairn - - - - -	10,065	1	1	3	200	200	30 7 6	33 5 9	625	6,714 6 10	6,564 14 4	149 12 6
Orkney and Shetland - - - - -	64,094	-	-	-	-	-	-	-	-	-	-	-
Peebles - - - - -	11,408	-	-	-	-	-	-	-	-	-	-	-
Perth - - - - -	133,511	1	-	5	-	1,250	83 6 8	115 15 3	1,741	17,893 2 10	16,390 10 9	1,482 16 4
Renfrew - - - - -	177,407	1	1	4	500	750	245 - -	325 18 7	3,840	64,725 6 4	64,104 8 8	651 5 9
Ross and Cromarty - - - - -	81,280	1	2	1	500	500	30 - -	17 8 10	333	5,110 8 -	4,754 9 9	374 9 5
Roxburgh - - - - -	54,109	4	4	10	900	1,600	288 19 4	336 10 2	4,282	85,974 13 10	84,880 - 3	1,359 11 3
Selkirk - - - - -	10,449	1	1	1	-	200	40 - -	51 6 2	348	6,917 9 8	6,806 19 2	212 3 3
Stirling - - - - -	91,926	3	2	6	800	1,300	207 3 11	254 5 11	6,002	71,510 9 10	71,188 13 9	430 11 7
Sutherland - - - - -	25,208	-	-	-	-	-	-	-	-	-	-	-
Wigtown - - - - -	42,038	-	-	-	-	-	-	-	-	-	-	-
TOTAL SCOTLAND - - -	3,061,251	52	52	161	13,200	35,955	8,441 10 6	10,086 19 8	168,120	2,949,900 11 6	2,924,466 13 9	31,021 15 8

SUMMARY OF SCOTLAND.

10.	11.	12.								13.	14.	15.	16.	17.	C O U N T Y.
Rate of Interest Paid to Depositors.	Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1867.	Total Number and Amount of Annuities granted from the Commencement.								Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Manage- ment, at 20 Nov. 1867.	Annual Number of Receipts from Depositors, Year ended 20 Nov. 1867.	Annual Number of Payments to Depositors, Year ended 20 Nov. 1867.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1867.	Average Amount of Payments to Depositors, Year ended 20 Nov. 1867.	
		Life.				Terms of Years.									
		Immediate.		Deferred.		Immediate.		Deferred.							
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.						
£. s. d.	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.		£. s. d.	£. s. d.		
2 19 10	80 - -	48	921 18 -	-	- - -	-	- - -	-	- - -	- 5 6	14,369	12,302	4 2 8	5 1 2	Aberdeen.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Argyll.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Ayr.
2 17 10	- - -	6	88 10 6	-	- - -	-	- - -	-	- - -	- 7 -	739	592	3 12 11	4 2 8	Banff.
2 18 4	- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 8 2	266	88	2 11 8	8 6 1	Berwick.
2 15 -	- - -	4	58 - -	-	- - -	-	- - -	-	- - -	10 -	1,619	1,391	4 4 2	4 10 2	Bute.
2 15 -	- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 10 10	598	622	4 16 8	3 9 8	Caithness.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Clackmannan.
2 14 -	- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 12 4	1,888	678	2 6 5	5 2 11	Dumbarton.
2 15 -	- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 11 7	929	525	2 3 3	3 14 9	Dumfries.
2 19 9	500 - -	717	14,741 6 6	40	661 15 -	3	60 - -	-	- - -	- 7 4	77,826	49,691	2 18 2	4 3 2	Edinburgh.
2 16 10	50 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 10 4	807	585	3 14 3	5 14 -	Elgin.
2 17 9	850 - -	17	244 - -	-	- - -	-	- - -	-	- - -	- 7 5	10,304	5,932	3 1 3	4 13 10	Fife.
2 19 9	676 16 10	41	696 5 -	2	40 - -	-	- - -	-	- - -	- 7 10	32,140	19,136	3 11 6	5 - 2	Forfar.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Haddington.
2 19 10	- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 9 3	3,530	2,884	2 14 2	3 16 1	Inverness.
2 19 3	- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 4 7	1,697	1,403	5 8 1	5 16 5	Kincardine.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Kinross.
2 15 -	- - -	2	36 - -	-	- - -	-	- - -	-	- - -	- 10 1	708	355	2 12 1	5 1 -	Kirkcudbright.
3 - -	- - -	148	3,077 9 6	4	58 - -	4	80 - -	-	- - -	- 5 11	137,686	81,095	3 6 10	4 17 4	Lanark.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Linlithgow.
2 15 -	- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 10 -	440	349	3 9 7	4 12 -	Nairn.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Orkney and Shetland.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Peebles.
2 12 6	248 4 1	51	948 13 6	3	50 - -	-	- - -	-	- - -	- 12 9	749	691	5 6 4	5 15 7	Perth.
2 15 -	- - -	21	397 15 -	4	90 - -	-	- - -	-	- - -	- 10 -	8,967	4,794	2 11 3	4 9 2	Renfrew.
2 15 -	- - -	-	- - -	-	- - -	-	- - -	-	- - -	- 6 10	229	233	5 1 -	4 4 2	Ross and Cromarty.
2 18 9	150 - -	32	625 14 6	-	- - -	-	- - -	-	- - -	- 7 9	4,957	2,790	3 16 8	6 1 10	Roxburgh.
2 10 -	100 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 14 10	394	232	4 15 3	8 8 4	Selkirk.
2 17 11	- - -	15	284 10 6	1	20 - -	-	- - -	-	- - -	- 7 1	8,228	2,960	2 4 8	5 9 11	Stirling.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Sutherland.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Wigtown.
2 19 4 Average.	2,655 - 11	1,102	22,120 3 -	54	919 15 -	7	140 - -	-	- - -	- 6 10 Average.	309,070	189,328	3 5 3	4 14 4	TOTAL SCOTLAND.

SUMMARY OF IRELAND.

1.			2.		3.		4.	5.	6.	7.	8.	9.
COUNTY.	Population, 1861.	Number of Banks.	Number of Officers		Amount of Security given		Salaries and Allowances of the Paid Officers.	Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1867.	Number of Accounts remaining Open, 20 Nov. 1867.	Total Amount owing to Depositors on 20 November 1867.	Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1867, excluding the Surplus Fund.	Balance in the Hands of the Treasurer on 20 Nov. 1867.
			Un- paid.	Paid.	By the Unpaid Officers.	By the Paid Officers.						
					£.	£.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.
Antrim - - - - -	376,054	2	3	6	2,500	3,350	518 4 -	736 11 9	5,562	151,779 13 10	151,716 - 10	866 12 6
Armagh - - - - -	189,382	1	1	4	1,000	1,400	225 - -	344 19 -	3,312	120,467 19 3	120,134 4 2	719 6 5
Carlow - - - - -	57,332	-	-	-	-	-	-	-	-	-	-	-
Cavan - - - - -	153,972	1	1	3	100	200	62 10 -	75 3 -	231	11,370 8 8	11,305 10 3	200 7 -
Clare - - - - -	166,275	1	2	2	750	250	60 - -	80 1 2	354	11,694 13 -	11,380 3 4	318 10 9
Cork - - - - -	537,496	4	1	17	-	9,650	1,081 1 6	1,485 11 5	7,775	293,963 11 4	293,839 4 3	1,465 19 4
Donegal - - - - -	236,859	-	-	-	-	-	-	-	-	-	-	-
Down - - - - -	299,866	3	3	7	1,000	1,550	200 10 -	299 10 11	2,281	79,463 10 2	79,177 1 4	1,154 2 4
Dublin - - - - -	402,022	2	1	10	100	5,720	1,247 2 -	1,858 18 10	11,888	252,995 10 4	251,758 7 10	1,855 18 4
Fermanagh - - - - -	105,372	1	1	5	-	1,050	225 - -	263 18 8	2,136	94,036 5 4	92,830 5 6	1,522 1 5
Galway - - - - -	271,042	1	1	2	-	300	19 4 -	4 4 -	24	876 10 9	775 2 -	- 11 10
Kerry - - - - -	201,988	-	-	-	-	-	-	-	-	-	-	-
Kildare - - - - -	84,930	1	3	2	100	50	27 - -	64 1 -	393	16,704 2 9	16,696 18 6	79 - 11
Kilkenny - - - - -	123,557	1	1	4	500	700	29 4 -	57 16 2	268	7,469 14 -	7,018 16 -	452 1 9
King's County - - - - -	88,491	2	4	2	400	100	120 - -	163 7 2	754	24,285 7 8	23,814 16 5	590 18 -
Leitrim - - - - -	104,615	-	-	-	-	-	-	-	-	-	-	-
Limerick - - - - -	215,609	1	-	5	-	2,200	385 5 -	477 9 7	2,137	74,813 10 9	74,764 15 8	59 5 -
Londonderry - - - - -	184,137	3	3	10	500	1,500	350 - -	438 10 5	4,195	134,203 16 8	132,763 5 7	1,919 13 6
Longford - - - - -	71,592	-	-	-	-	-	-	-	-	-	-	-
Louth - - - - -	89,870	3	1	9	500	2,600	318 10 -	384 16 11	1,986	68,141 11 3	67,231 5 6	984 15 1
Mayo - - - - -	254,449	1	2	-	500	-	- - -	1 2 3	19	227 19 11	147 10 6	83 8 3
Meath - - - - -	110,609	2	3	5	400	1,300	127 4 -	127 12 4	545	19,598 17 7	19,267 16 6	358 9 1
Monaghan - - - - -	126,340	1	1	3	-	900	105 - -	127 3 10	1,026	25,427 16 11	25,128 19 7	319 17 -
Queen's County - - - - -	90,750	2	2	6	500	1,150	109 9 -	137 8 -	648	20,428 8 1	20,142 13 8	309 19 11
Roscommon - - - - -	156,154	1	1	3	300	300	175 - -	185 - -	816	32,106 11 -	32,014 4 -	279 1 8
Sligo - - - - -	125,079	1	-	2	-	600	40 - -	58 10 -	607	17,079 17 9	16,628 19 8	461 7 -
Tipperary - - - - -	247,496	4	2	10	-	1,600	265 - -	326 3 6	1,211	30,808 11 9	29,996 18 9	790 15 6
Tyrone - - - - -	238,426	3	2	8	500	870	156 - -	239 18 8	2,202	70,395 11 7	69,358 8 11	1,284 8 6
Waterford - - - - -	134,336	1	1	7	-	1,250	296 10 -	397 11 5	1,820	51,537 18 4	51,227 14 -	465 19 10
Westmeath - - - - -	90,856	1	2	4	1,000	300	96 12 -	97 14 5	269	10,409 - 9	10,150 12 8	229 9 1
Wexford - - - - -	143,594	1	1	3	-	600	76 - -	88 16 -	333	8,356 3 3	8,058 18 7	191 7 5
Wicklow - - - - -	86,093	1	1	2	250	200	22 - -	27 7 4	214	4,372 4 11	4,345 17 11	26 7 -
TOTAL IRELAND - - -	5,764,543	46	44	141	10,900	39,690	6,337 5 6	8,549 7 9	53,006	1,633,015 7 7	1,621,674 11 11	16,983 14 5

SUMMARY OF IRELAND.

10. Rate of Interest Paid to Depositors.	11. Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1867.	12. Total Number and Amount of Annuities granted from the Commencement.								13. Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Manage- ment at 20 Nov. 1867.	14. Annual Number of Receipts from Depositors, Year ended 20 Nov. 1867.	15. Annual Number of Payments to Depositors, Year ended 20 Nov. 1867.	16. Average Amount of Receipts from Depositors, Year ended 20 Nov. 1867.	17. Average Amount of Payments to Depositors, Year ended 20 Nov. 1867.	C O U N T Y.
		Life.				Terms of Years.									
		Immediate.		Deferred.		Immediate.		Deferred.							
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.						
£. s. d.	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.	
2 18 4	- - -	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- 9 8	8,972	5,001	4 16 4	9 7 6	Antrim.
3 - -	950 - -	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- 5 8	3,157	3,563	9 14 2	5 13 4	Armagh.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Carlow.
2 15 6	110 - -	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- 9 5	167	152	9 9 3	21 1 3	Cavan.
2 15 6	285 4 6	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- 13 6	375	680	9 11 2	5 2 4	Clare.
2 17 -	1,750 - -	84	1,550 - -	- -	- - -	6	140 - -	2	40 - -	- 10 -	9,495	9,535	8 12 7	8 9 11	Cork.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Donegal.
2 17 7	- - -	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- 7 5	1,313	1,611	13 13 3	8 5 5	Down.
2 15 -	- - -	119	2,759 6 -	5	112 - -	1	16 - -	- -	- - -	- 14 8	26,475	10,832	3 12 10	9 10 2	Dublin.
3 - -	- - -	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- 5 7	1,509	1,757	13 4 9	5 13 7	Fermanagh.
2 15 6	110 18 3	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- 9 5	13	18	6 - 11	17 6 4	Galway.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Kerry.
3 - 10	830 - -	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- 7 3	279	269	10 10 1	15 8 11	Kildare.
2 10 -	- - -	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- 14 6	541	372	4 3 5	6 1 6	Kilkenny.
2 16 3	166 8 7	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- 13 4	771	929	7 11 4	5 4 6	King's County.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Leitrim.
2 17 -	200 - -	12	230 - -	1	10 - -	- -	- - -	- -	- - -	- 12 8	2,851	1,740	7 14 11	9 6 1	Limerick.
3 - -	640 - -	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- 6 6	4,232	3,064	8 8 9	7 7 9	Londonderry.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Longford.
2 17 10	849 18 2	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- 11 1	2,204	2,205	8 1 8	7 17 6	Louth.
3 - -	- - -	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- 9 7	- -	6	- - -	23 18 6	Mayo.
2 11 1	- - -	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- 13 -	355	675	12 7 -	5 14 6	Meath.
2 15 6	- - -	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- 9 8	907	725	6 12 8	6 17 1	Monaghan.
2 15 3	180 - -	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- 13 4	761	907	8 7 -	4 18 2	Queen's County.
2 15 6	100 - -	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- 11 5	472	880	13 16 8	5 11 10	Roscommon.
2 18 6	- - -	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- 6 9	716	551	5 2 6	5 14 7	Sligo.
2 13 3	1,126 14 3	5	73 - -	- -	- - -	- -	- - -	- -	- - -	1 - 5	2,239	1,439	4 9 7	5 2 -	Tipperary.
3 - 4	486 4 10	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- 6 9	1,848	1,912	9 6 10	4 18 11	Tyrone.
2 15 6	850 - -	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- 15 1	3,157	2,837	5 5 2	4 18 7	Waterford.
2 14 -	400 - -	- -	- - -	- -	- - -	- -	- - -	- -	- - -	10 11	178	170	12 11 7	8 14 9	Westmeath.
2 10 -	306 8 1	- -	- - -	- -	- - -	- -	- - -	- -	- - -	1 1 -	305	453	10 16 -	7 2 1	Wexford.
2 15 -	- - -	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- 12 6	132	111	8 1 9	7 6 5	Wicklow.
2 17 4 Average.	9,341 16 8	220	4,612 6 -	6	122 - -	7	156 - -	2	40 - -	- 10 4 Average.	73,424	52,394	6 5 3	7 15 4	TOTAL IRELAND.

SUMMARY OF THE ISLANDS IN THE BRITISH SEAS.

1.			2.		3.		4.	5.	6.	7.	8.	9.
	Population, 1861.	Number of Banks.	Number of Officers		Amount of Security given		Salaries and Allowances of the Paid Officers.	Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1867.	Number of Accounts remaining Open, 20 Nov. 1867.	Total Amount Owing to Depositors on 20 November 1867.	Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1867, excluding the Surplus Fund.	Balance in the Hands of the Treasurer on 20 Nov. 1867.
			Un- paid.	Paid.	By the Unpaid Officers.	By the Paid Officers.						
Guernsey - - - - -	29,846	1	1	2	£. 400	£. 700	£. s. d. 500 - -	£. s. d. 575 3 9	7,851	£. s. d. 196,668 4 4	£. s. d. 197,085 7 10	£. s. d. 324 18 -
Jersey - - - - -	56,078	1	1	4	1,000	1,200	745 - - -	872 19 11	11,821	261,069 4 4	261,306 16 -	703 5 1
TOTAL - - -	85,924	2	2	6	1,400	1,900	1,245 - -	1,448 3 8	19,672	457,737 8 8	458,392 3 10	1,028 3 1

RECAPITULATION.

1.			2.		3.		4.	5.	6.	7.	8.	9.
	Population, 1861.	Number of Banks.	Number of Officers		Amount of Security given		Salaries and Allowances of the Paid Officers.	Annual Expenses of Management, inclusive of all Payments and Salaries, for the Year ended 20 Nov. 1867.	Number of Accounts remaining Open, 20 Nov. 1867.	Total Amount Owing to Depositors on 20 November 1867.	Total Amount invested with the Commissioners for the Reduction of the National Debt on 20 Nov. 1867, excluding the Surplus Fund.	Balance in the Hands of the Treasurer on 20 Nov. 1867.
			Un- paid.	Paid.	By the Unpaid Officers.	By the Paid Officers.						
ENGLAND AND WALES - - -	20,061,725	439	465	1,252	£. 331,100	£. 318,345	£. s. d. 87,277 1 7	£. s. d. 113,354 8 10	1,144,984	£. s. d. 31,493,362 14 7	£. s. d. 31,331,357 - 8	£. s. d. 270,559 7 11
SCOTLAND - - - - -	3,061,251	52	52	161	13,200	35,955	8,441 10 6	10,086 19 8	168,120	2,949,900 11 6	2,924,466 13 9	31,021 15 8
IRELAND - - - - -	5,764,543	46	44	141	10,900	39,690	6,337 5 6	8,549 7 9	53,006	1,633,015 7 7	1,621,674 11 11	16,983 14 5
ISLANDS IN THE BRITISH SEAS -	85,924	2	2	6	1,400	1,900	1,245 - -	1,448 3 8	19,672	457,737 8 8	458,392 3 10	1,028 3 1
TOTAL, UNITED KINGDOM -	28,973,443	539	563	1,560	356,600	395,890	103,300 17 7	133,438 19 11	1,385,782	36,534,016 2 4	36,335,890 10 2	319,593 1 1

SUMMARY OF THE ISLANDS IN THE BRITISH SEAS.

10.	11.	12.								13.	14.	15.	16.	17.	
Rate of Interest Paid to Depositors.	Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1867.	Total Number and Amount of Annuities granted from the Commencement.								Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Manage- ment, at 20 Nov. 1867.	Annual Number of Receipts from Deposi- tors, Year ended 20 Nov. 1867.	Annual Number of Payments to Deposi- tors, Year ended 20 Nov. 1867.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1867.	Average Amount of Payments to Depositors, Year ended 20 Nov. 1867.	
		Life.				Terms of Years.									
		Immediate.		Deferred.		Immediate.		Deferred.							
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.						
£. s. d.	£. s. d.	No.	£. s. d.	No.	£. s. d.	No.	£. s. d.	No.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	
3 - -	1,200 - -	-	- - -	-	- - -	-	- - -	-	- - -	- 5 9	4,505	2,318	5 10 8	12 6 6	Guernsey.
3 - -	2,800 - -	23	462 12 6	-	- - -	-	- - -	-	- - -	- 6 7	5,226	3,709	6 3 8	10 11 4	Jersey.
3 - - Average.	4,000 - -	23	462 12 6	-	- - -	-	- - -	-	- - -	- 6 3 Average.	9,731	6,027	5 17 8	11 4 10	- - TOTAL.

RECAPITULATION.

10.	11.	12.								13.	14.	15.	16.	17.			
Rate of Interest Paid to Depositors.	Total Amount of the separate Surplus Fund in the Hands of the Commissioners on 20 Nov. 1867.	Total Number and Amount of Annuities granted from the Commencement.										Rate per Cent. per Annum on the Capital of the Bank for the Expenses of Manage- ment at 20 Nov. 1867.	Annual Number of Receipts from Deposi- tors, Year ended 20 Nov. 1867.	Annual Number of Payments to Deposi- tors, Year ended 20 Nov. 1867.	Average Amount of Receipts from Depositors, Year ended 20 Nov. 1867.	Average Amount of Payments to Depositors, Year ended 20 Nov. 1867.	
		Life.				Terms of Years.											
		Immediate.		Deferred.		Immediate.		Deferred.									
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.						
£. s. d.	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	£. s. d.			£. s. d.	£. s. d.			
2 19 5	368,068 10 5	9,017	165,068 4 -	871	16,103 19 -	275	4,512 14 6	15	235 - -	- 7 1	1,032,228	674,110	4 19 10	8 18 3	ENGLAND AND WALES.		
2 19 4	2,655 - 11	1,102	22,120 3 -	54	919 15 -	7	140 - -	-	- - -	- 6 10	309,070	189,328	3 5 3	4 14 4	SCOTLAND.		
2 17 4	9,341 16 8	220	4,612 6 -	6	122 - -	7	156 - -	2	40 - -	- 10 4	73,424	52,394	6 5 3	7 15 4	IRELAND.		
3 - -	4,000 - -	23	462 12 6	-	- - -	-	- - -	-	- - -	- 6 3	9,731	6,027	5 17 8	11 4 10	{ ISLANDS IN THE BRITISH SEAS.		
2 19 4 Average.	384,065 8 -	10,362	192,263 5 6	931	17,145 14 -	289	4,808 14 6	17	275 - -	- 7 2 Average.	1,424,453	921,859	4 13 9	8 - -	{ TOTAL, UNITED KINGDOM.		

2.—ABSTRACT OF RETURNS from each SAVINGS BANK in *England* and *Wales*, *Scotland*, and *Ireland*, showing the NAMES of the OFFICERS, their respective SALARIES and other ALLOWANCES (if any); and the Amount of SECURITY each gives.

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND:				£. s. d.	£.
Abergavenny -	Monmouth -	Philip Williams -	Treasurer -	- - -	500
		William Gwynne -	Actuary -	110 - -	100
		C. R. Jones -	Auditor -	5 - -	20
Abingdon -	Berks -	J. P. Hammet -	Treasurer -	- - -	1,000
		Charles Glanville -	Actuary -	60 - -	400
		William Belcher -	Auditor -	15 15 -	100
Accrington -	Lancaster -	Wm. H. Dewhurst -	Actuary -	85 - -	-
		William Barnes -	Cashier -	22 - -	500
Alcester -	Warwick -	Charles Hobbins -	Treasurer -	- - -	500
		James Sayce -	Secretary -	37 18 5	500
Alford -	Lincoln -	F. J. Rhodes -	Treasurer -	(a) - - -	200
		William Sylvester -	Actuary -	30 - -	100
		George Atkinson -	Auditor -	6 6 -	-
Alfreton -	Derby -	William Wilson -	Treasurer -	- - -	100
		Samuel Rowbottom -	Actuary -	40 - -	50
		George Olorenshaw -	Auditor -	3 3 -	25
Allendale Town -	Northumberland -	William C. Arnison -	Treasurer -	- - -	200
		George Dickinson -	Actuary -	25 - -	100
		Rev. T. Emerson -	Auditors -	-	-
		W. Holmes -			
Alnwick -	Northumberland -	Edward A. Storer -	Treasurer -	- - -	800
		William Johnson -	Secretary -	125 - -	400
		Joseph Archer -	Auditor -	20 - -	100
		Thomas Rickaby -	Porter -	3 10 -	-
Alresford -	Southampton -	C. Edward Hunt -	Treasurer -	- - -	500
		Joseph Anderson -	Actuary -	45 - -	500
		Edward Blackmore, jun. -	Secretary -	- - -	-
		J. Huggins -	Auditor -	10 - -	-
Alston -	Cumberland -	Utrick Bainbridge -	Treasurer -	- - -	100
		George Peart -	Secretary -	40 - -	100
		Walton Tatters -	Clerk -	25 - -	50
Alton -	Southampton -	Henry Hall -	Treasurer -	- - -	200
		William Trimming -	Actuary -	60 - -	200
		R. Lucas -	Auditor -	8 - -	-
		John Dowden -	Porter -	5 5 -	-
Amphill -	Bedford -	Francis Lucas -	Treasurer -	- - -	400
		Henry R. J. Swaffield -	Actuary -	(b) 40 - -	200
		Tyson Hagen -	Auditor -	3 3 -	200
Arundel -	Sussex -	Messrs. Henty & Co. -	Treasurers -	- - -	600
		Geo. Wilkes -	Actuary -	60 - -	100
		Albert Hearn -	Auditor -	6 - -	20
Ashbourne -	Derby -	P. C. Jerome -	Treasurer -	- - -	1,000
		Thomas J. Jones -	Secretary -	(c) 120 - -	100
		M. A. Jones -	Assistant Secretary -	25 - -	100
		W. G. Dixon -	Auditor -	12 12 -	100
Ashby-de-la-Zouch -	Leicester -	George Buller -	Treasurer -	- - -	1,000
		John D. Hextall -	Secretary -	75 - -	150
		Thomas Davenport -	Auditor -	6 6 -	50
Ashford -	Kent -	G. E. Jemmett -	Treasurer -	- - -	500
		Thomas Thurston -	Clerk -	80 - -	100
		William Whitfield -	Assistant Clerk -	30 - -	100
		John Worger -	Auditors -	{ 5 - -	25
		Benjamin Thorpe -		{ 5 - -	25
Ashton-under-Lyne -	Lancaster -	John R. Coulthart -	Treasurer -	- - -	500
		Samuel Ashton -	Actuary -	200 - -	500
		F. W. Popplewell and Son -	Auditors -	18 18 -	-
		J. H. Burton -	Clerk -	20 - -	100
Atherstone -	Warwick -	William Gimson -	Treasurer -	- - -	400
		William C. Holland -	Actuary -	60 - -	100

(a) Allowed to have 200 l. in hand without paying interest for the same.

(c) And occupation of private part of Bank premises.

(b) And 7 l. for offices, &c.

2.—ABSTRACT of Returns from each Savings Bank in *England and Wales, Scotland, and Ireland, &c.*—continued.

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND—continued.				£. s. d.	£.
Aylesbury - -	Bucks - -	Zacharias D. Hunt - -	Treasurer - -	- - -	600
		James James - -	Secretary - -	80 - -	300
		Thomas Horwood - -	Assistant Secretary - -	10 - -	600
		Thomas Parrott - -	Auditor - -	12 12 -	20
Aylsham - -	Norfolk - -	Rev. Charles H. Aitkens -	Treasurer - -	- - -	300
		George Bower - -	Secretary - -	50 - -	200
		J. Middleton, jun. - -	Auditor - -	5 5 -	—
Bakewell - -	Derby - -	Sheffield and Rotherham Banking Company.	Treasurers - -	(a) - -	1,000
		Thomas Masters - -	Secretary & Actuary - -	150 - -	500
		Messrs. Barclay & Co. - -	Agents - -	(a) - -	500
		Thos. Robinson - -	Auditor - -	20 - -	100
Banbury - -	Oxford - -	Timothy R. Cobb - -	Treasurer - -	- - -	1,000
		William Rusher - -	Actuary - -	210 - -	1,000
		G. W. Nasbey - -	Clerk - -	50 - -	400
		—	Doorkeeper & extra Clerk.	3 8 -	—
Barking - -	Essex - -	W. H. Grey - -	Auditor - -	40 - -	100
		Francis Whitbourn - -	Treasurer - -	- - -	500
		Charles Mumford - -	Actuary - -	53 - -	200
		James Waddell - -	Auditor - -	7 7 -	50
Barnard Castle -	Durham - -	John Henry Backhouse -	Treasurer - -	- - -	1,000
		Thompson Richardson -	Secretary - -	40 - -	500
		John Joseph Bailey - -	Auditor - -	4 - -	20
Barnsley - -	York, W. R. -	John S. Beckett - -	Treasurer - -	- - -	1,000
		Edward Lancaster - -	Actuary - -	200 - -	500
		E. G. Lancaster - -	Assistant Secretary - -	10 - -	300
		S. Linley - -	Auditor - -	15 - -	100
Basingstoke - -	Southampton -	Charles Webb - -	Treasurer - -	—	—
		Robert Skeat Hulbert -	Ditto - -	—	—
		S. Chandler - -	Actuary - -	90 - -	50
		Charles Headeach - -	Secretary - -	45 - -	50
Bath - -	Somerset - -	William Long - -	Treasurer - -	- - -	5,000
		Robert William Carpenter -	Actuary - -	(b) 400 - -	1,000
		Charles P. Carpenter - -	Cashier - -	100 - -	500
		T. Shepherd - -	Cashier - -	120 - -	500
		Charles Fisher - -	Clerk - -	70 - -	100
		C. S. Carpenter - -	Clerk - -	60 - -	100
Battle - -	Sussex - -	Charles Arnold - -	Actuary & Receiver - -	75 - -	500
		Henry G. F. Wells - -	Treasurer - -	(c) - -	500
		Thomas Cruse - -	Auditor - -	10 10 -	50
Bedale - -	York, N. R. -	Christopher Other, jun. -	Treasurer - -	- - -	1,000
		William Knowles - -	Actuary - -	65 - -	20
		William Breaks - -	Auditor - -	20 - -	40
Bedford - -	Bedford - -	Thomas Barnard - -	Treasurer - -	- - -	500
		Francis Trapp - -	Secretary - -	150 - -	200
		William Henry Grey - -	Auditors - -	32 - -	100
		Francis Greville Prideaux -			100
Belper - -	Derby - -	George H. Strutt - -	Treasurer - -	- - -	500
		John Hunter - -	Actuary - -	60 - -	500
		Thomas Godbehire - -	Cashier - -	30 - -	300
		William Jackson - -	Clerk - -	15 - -	100
		Benjamin Cooper - -	Clerk - -	5 - -	100
		John Bott - -	Clerk - -	2 10 -	100
		Septimus Stone - -	Auditor - -	5 5 -	100
		George Gratian - -	Porter - -	5 10 -	—
Berwick-upon-Tweed	Northumberland	John A. Woods - -	Treasurer - -	- - -	1,000
		George Landles Paulin -	Secretary - -	110 - -	500
		J. P. Henderson - -	Clerk - -	15 - -	100
		Robert Roxburgh - -	Auditors - -	10 10 -	—
		Thomas Johnston - -			—
		Thomas Johnston - -	Porter - -	8 - -	—

(a) Commission.

(b) And apartments in the Bank House. Also 42 l. for porter's wages and extra assistance.

(c) Use of balance.

2.—ABSTRACT of Returns from each Savings Bank in *England* and *Wales*, *Scotland*, and *Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND— <i>continued.</i>				£. s. d.	£.
Beverley - -	York, E. R. -	James Hall - -	Treasurer - -	- - -	500
		John Blythe Robinson - -	Secretary - -	120 - -	500
		Thomas Ellery Turner - -	Auditor - -	30 - -	100
Bicester - -	Oxford - -	George Tubb - -	Treasurer - -	- - -	200
		Thomas Painter - -	Secretary - -	75 - -	40
		Frederick H. Lindsey - -	Auditor - -	4 4 -	5
Biggleswade - -	Bedford - -	Frederick Archdale - -	Treasurer - -	- - -	200
		George Newbery - -	Actuary - -	50 - -	200
Birkenhead - -	Chester - -	George Rae - -	Treasurer - -	- - -	1,000
		Richard W. Holt - -	Secretary - -	32 - -	500
		George Platts - -	Cashier - -	45 - -	500
		T. C. P. Marshall - -	Clerk - -	32 - -	100
		William Hardisty - -	Auditor - -	8 - -	—
Birstal and Batley -	York, W. R. -	Messrs. Beckett & Co. - -	Treasurers - -	(a) — -	—
		George Bromley - -	Actuary - -	76 12 -	600
		Charles Christie - -	Porter - -	- 16 -	—
Bishop Auckland -	Durham - -	Edmund Backhouse - -	Treasurer - -	- - -	800
		Rev. Edward Healy - -	General Secretary	50 - -	300
		William Vickers Thompson	Assistant Secretary	30 - -	150
Bishop Stortford -	Herts - -	Alfred Taylor - -	Treasurer - -	- - -	400
		John Coote - -	Secretary - -	70 - -	200
Blackburn - -	Lancaster -	W. Cunliffe Brooks - -	Treasurer - -	- - -	1,000
		John Garstang - -	Actuary - -	143 6 8	1,000
		William Wood - -	Cashier - -	87 1 8	500
		George Henry Brennand -	Clerk - -	29 3 3	100
Blandford Forum -	Dorset - -	Wilts & Dorset Banking Co.	Treasurers - -	- - -	1,000
		William Baker - -	Actuary - -	160 - -	500
		John Banister Roe - -	Auditor - -	30 - -	50
Blomfield Street, Moorfields (late Bi- shopsgate Church- yard), London.	Middlesex -	Roberts, Lubbock, & Co. -	Treasurers - -	- - -	5,000
		F. E. Greenaway - -	Secretary - -	515 13 6	2,000
		Edward P. Jeanneret - -	Actuary - -	461 - -	1,500
		Robert Ritherdon (deceased)	Cashier - -	4 12 4	—
		Henry E. Bevan - -	Cashier - -	307 2 8	750
		Samuel C. Warren - -	Cashier - -	301 1 7	750
		Henry F. Jackson - -	Cashier - -	244 10 4	750
		Robert C. Woodward - -	Cashier - -	230 7 8	750
		George Dore - -	Cashier - -	200 15 -	750
		Thomas L. Ritherdon - -	Clerk - -	169 11 5	750
		Charles A. Rosier - -	Clerk - -	148 19 6	250
		James Longcroft - -	Clerk - -	138 5 7	250
		Charles Caswall - -	Clerk - -	139 1 5	250
		Alfred Harrison - -	Clerk - -	133 2 8	250
		John W. Grout - -	Clerk - -	102 2 -	250
		Chas. J. Rowsell - -	Auditor - -	101 13 4	250
		Fairfax Fishwick - -	Messenger - -	105 11 9	125
		Thomas Heritage - -	Messenger - -	92 10 10	100
		Rebecca Fishwick - -	Office Cleaner	44 - -	—
		J. W. Fowke - -	Police Officer	13 - -	—
Bloomsbury, Mon- tague-street, Lon- don.	Middlesex -	Roberts, Lubbock, & Co. -	Treasurers - -	- - -	3,000
		William N. West - -	Actuary - -	550 - -	1,000
		Daniel Manchee (resigned)	Cashier - -	84 - -	500
		Alfred G. Harris - -	Cashier - -	110 - -	500
		H. B. Wilkinson (resigned)	Clerk - -	32 - -	500
		George F. White - -	Cashier - -	94 18 4	500
		Richard E. W. Goodridge -	Clerk - -	165 - -	500
		J. F. Davis - -	Clerk - -	115 - -	500
		Robert A. Smith - -	Clerk - -	76 10 -	500
		Charles Kitt - -	Clerk - -	76 10 -	500
		14 occasional clerks		131 3 7	—
		Porters and servants		143 10 -	—
		Coleman, Turquand, & Co. -	Auditors - -	63 - -	—

(a) Commission, 3*l.* 17*s.* 10*d.*

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND— <i>continued.</i>				£. s. d.	£.
Bolton - - -	Lancaster - -	Thomas L. Rushton - -	Treasurer - -	- - -	500
		William Mawdsley - -	Actuary - -	600 - -	500
		G. W. Wharton - -	Clerk - -	15 - -	200
		H. B. Torkington - -	Clerk - -	5 - -	100
		Peter Kevan - -	Auditor - -	20 - -	100
Boston - - -	Lincoln - -	William Garfit - -	Treasurer - -	- - -	1,000
		Thomas Storr - -	Actuary - -	200 - -	500
		William Henry Tupholme -	Clerk - -	80 - -	100
		T. S. Cooke - -	Auditors - -	10 - -	—
		J. H. Thomas - -			
Bourn - - -	Lincoln - -	William Parker - -	Treasurer - -	- - -	300
		John L. Bell - -	Secretary - -	30 - -	300
		Thomas Harrison - -	Auditor - -	15 - -	100
Bradford - - -	Wilts - -	Daniel Wilshire - -	Actuary - -	18 17 -	1,000
		North Wilts Banking Co. -	Treasurers - -	— - -	—
		Samuel Dobell Major - -	Auditor - -	4 4 -	—
Bradford - - -	York, W. R. - -	Henry Harris - -	Treasurer - -	- - -	1,000
		Thomas Haigh - -	Secretary - -	(a) 300 - -	500
		W. H. Haigh - -	Cashier - -	150 - -	200
		John Rayner - -	Clerk - -	125 - -	100
Brentford - - -	Middlesex - -	W. M'Kewan - -	Treasurer - -	- - -	500
		George Brown - -	Secretary - -	100 - -	100
		W. H. Grey and F. G. Prideaux. - -	Auditors - -	12 - -	100
Brewood - - -	Stafford - -	- - This Bank is closing.			
Bridgnorth - - -	Salop - -	Messrs. Cooper and Pinton -	Treasurers - -	- - -	1,000
		Alfred S. Trevor - -	Secretary & Cashier -	(b) 180 - -	1,500
		James H. Law - -	Clerk - -	30 - -	50
		William Brown - -	Messenger - -	18 5 -	50
		E. W. Haslewood - -	Auditor - -	10 - -	50
Bridgwater - - -	Somerset - -	G. S. Poole - -	Treasurers - -	- - -	each 500
		J. L. Sealey - -			
		Robert Salmon - -			
		Charles Knowles - -	Actuary - -	120 - -	500
		Thomas Martin - -	Auditor - -	12 12 -	5
Bridlington - - -	York - -	Edward Ridsdale Harding -	Treasurer - -	- - -	1,000
		William Watson - -	Secretary - -	80 - -	500
		George Wetwand - -	Assistant Secretary -	25 - -	200
		William Hind - -	Auditor - -	5 - -	50
Bridport - - -	Dorset - -	Herbert Williams - -	Treasurer - -	- - -	1,000
		James Williams - -	Actuary - -	130 - -	200
		William H. Grey - -	Auditors - -	31 10 -	100
		Francis Greville Prideaux -			100
Brigg - - -	Lincoln - -	John Burgess Allen - -	Treasurer - -	- - -	500
		Richard Tumman - -	Actuary - -	65 - -	200
		Thomas Wilson - -	Auditor - -	10 - -	50
		Mary Tumman - -	Doorkeeper - -	3 3 -	—
Brighton - - -	Sussex - -	Eardley N. Hall - -	Treasurers - -	- - -	1,000
		R. A. Bevan - -			
		G. K. Carr Lloyd - -			
		T. H. West - -			
		William Hatton - -	Actuary - -	355 - -	1,000
		W. H. Smithers - -	Clerk - -	180 - -	300
		F. M. Welsford - -	Auditor - -	50 - -	100

(a) For junior clerks and extra assistance, 26l. 4 s.

(b) With 20 l., rent of house.

2.—ABSTRACT of Returns from each Savings Bank in *England* and *Wales*, *Scotland*, and *Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND— <i>continued.</i>					
				£. s. d.	£.
Bristol - - -	Gloucester -	Samuel S. Wayte - -	Secretary - -	100 - -	200
		John Rudhall (retired) - -	Actuary - -	125 - -	—
		Thomas B. Worth - -	Actuary - -	240 - -	200
		Charles J. H. Vining - -	Sub-Actuary - -	150 - -	200
		William K. Abbott - -	Clerk - -	100 - -	200
		James Brown - -	Special Clerk - -	50 - -	200
		William S. Stock - -	Special Clerk - -	50 - -	200
		F. J. Vining - -	Clerk - -	60 - -	200
		John Curtis & F. A. Jenkins	Auditors - -	60 - -	200
Bromsgrove - -	Worcester -	Thomas D. Thomas - -	Treasurer - -	- - -	1,000
		John B. Wilson - -	Actuary - -	45 - -	200
		John Osborne - -	Local Agent - -	10 - -	100
		James Laughton - -	Auditor - -	5 - -	—
Bromyard - -	Hereford - -	- - This Bank is closing.			
Buckingham - -	Buckingham -	John Edward Bartlett - -	Treasurer - -	- - -	500
		Edward Parrott - -	Treasurer - -	- - -	500
		Richard Carter - -	Secretary and Ac- tuary.	143 18 9	50
Bungay - -	Suffolk - -	William Hartcup - -	Treasurer - -	- - -	200
		Graystone Bucke Baker - -	Actuary - -	60 - -	200
		George Rayson - -	Auditor - -	5 5 -	100
Burnley - -	Lancaster - -	George Stansfeld - -	Treasurer - -	- - -	2,000
		Robert R. Somervell - -	Actuary - -	85 - -	500
		John Thornton - -	Cashier - -	45 - -	100
Bury - -	Lancaster - -	William Coward - -	Treasurer - -	- - -	500
		C. M. Merchant - -	Actuary - -	150 - -	500
		Samuel Bailey - -	Cashier - -	50 - -	200
Bury St. Edmunds	Suffolk - -	Messrs. Oakes, Bevan, & Co.	Treasurers - -	- - -	1,000
		Thomas Stow - -	Actuary - -	125 - -	500
		James Rayner - -	Clerk - -	75 - -	500
		Robert Craske - -	Auditor - -	21 - -	100
		Harry Howe - -	Messenger - -	2 10 -	—
Buxton - -	Derby - -	George Hounsfield - -	Treasurer - -	- - -	500
		James Wurdley - -	Actuary - -	10 - -	200
Cainscross - -	Gloucester -	James C. Hallewell - -	Treasurer - -	- - -	1,000
		Edwin Bucknall - -	Actuary - -	80 - -	500
		John H. Carpenter - -	Auditor - -	40 - -	500
		George F. Tabram - -	Clerk - -	17 10 -	500
Caistor - -	Lincoln - -	Hon. Alexander Leslie Mel- ville.	Treasurer - -	- - -	500
		George Robert Forster Had- delsey.	Actuary - -	70 - -	500
		Thomas Kirkby - -	Auditor - -	10 - -	—
Calne - -	Wilts - -	North Wilts Banking Com- pany.	Treasurers - -	(a) - -	500
		James Stone - -	Accountant - -	10 - -	—
		John Chappell - -	Actuary - -	40 - -	200
		S. D. Major - -	Auditor - -	5 5 -	50
Camberwell, Peck- ham, and Dulwich.	Surrey - -	Robert A. Gray - -	Treasurer - -	- - -	500
		William Searle - -	Secretary - -	125 - -	200
		C. W. Gregory - -	Clerk - -	40 - -	100
		Thomas Weston - -	Clerk - -	50 - -	100
		Charles Tijon - -	Clerk - -	20 - -	100
		Thomas M. Bates - -	Messenger - -	10 10 -	—

(a) 10s. commission.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued*.

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND— <i>continued</i> .				£. s. d.	£.
Camborne - -	Cornwall - -	John S. Bickford - -	Treasurer - -	- - -	500
		William C. B. Yewens - -	Actuary - -	20 - -	100
		Llewellyn Newton - -	Auditor - -	4 - -	100
		Henry J. Lean - -	Assistant Actuary	- - -	100
Cambridge - -	Cambridge - -	Thomas Hall Fisher - -	Treasurer - -	- - -	1,000
		Charles E. Brown - -	Actuary - -	(a) 250 - -	200
		H. G. Atkins - -	Cashier - -	145 - -	500
		Albert D. Claydon - -	Auditor - -	10 - -	50
		William Purchas - -	Clerk - -	30 - -	50
		William Sturlman - -	Porter - -	10 - -	—
Cambridge Penny Bank.	Cambridge - -	George E. Foster - -	Treasurer - -	- - -	500
		Robert Peters, jun. - -	Actuary - -	12 - -	500
Camden Town - -	Middlesex - -	James Heather - -	Treasurer - -	- - -	500
		T. W. Critchett - -	Actuary - -	70 - -	500
		Henry Taylor - -	Porter - -	14 - -	—
		S. C. Warren - -	Auditor - -	14 14 -	100
		F. McMahon - -	Secretary - -	—	—
Carlisle - - -	Cumberland - -	George Relph - -	Treasurer - -	- - -	1,500
		John Laver - -	Secretary - -	200 - -	500
		Samuel Laver - -	Clerk at Carlisle - -	100 - -	300
		William Hugill - -	Clerk at Brampton - -	15 - -	150
		Joseph Mattinson - -	Clerk at Penrith - -	30 - -	150
		David Harkness - -	Clerk at Longtown - -	8 - -	50
		Henry Hoodless, - -	Clerk at Wigton - -	15 - -	150
		John Anderson - -	Clerk at Morland - -	15 - -	150
Castle Cary - - -	Somerset - - -	John R. Donald - -	Auditor - -	10 10 -	100
		William S. Wood - -	Treasurer - -	- - -	1,000
		Samuel Moore - -	Actuary - -	66 - -	200
		James Richards, jun. - -	Actuary - -	50 - -	200
		Benjamin Ellis - -	Actuary - -	60 - -	200
		J. G. Bord - -	Actuary - -	33 - -	200
		F. S. Moore - -	Actuary - -	- - -	200
Chapel-en-le-Frith - -	Derby - - -	E. Y. Cooper - -	Auditor - -	10 - -	200
		John Slack - -	Treasurer - -	- - -	500
		William Carrington - -	Actuary - -	75 - -	300
		James William Benson - -	Auditor - -	10 - -	100
Chatham - - -	Kent - - -	Messrs. Day, Nicholson, & Stone.	Treasurers - -	- - -	2,000
		George T. Skinner - -	Actuary - -	240 - -	500
		William H. Cackett - -	Cashier - -	167 15 -	1,000
		Thomas S. Warne - -	Auditors - -	20 - -	250
		Larkin Allan - -		20 - -	250
Cheadle - - -	Stafford - - -	Messrs. Philips & Co. - -	Treasurers - -	- - -	2,000
		R. H. James - -	Actuary - -	(b) 100 - -	500
		William Winning - -	Treasurer's Clerk - -	5 - -	—
		Henry Grove - -	Auditor - -	10 10 -	100
Chelmsford - - -	Essex - - -	Thomas William Bramston	Treasurer - -	- - -	1,000
		Venerable Archdeacon Mildmay.	Secretary - -	—	—
		George H. Durrant - -	Actuary - -	(c) 200 - -	100
		Edgar J. Bridge - -	Assistant Actuary at Maldon.	35 - -	100
		Samuel Lovelock - -	Auditor - -	21 - -	100

(a) £. 30 is also allowed to the Actuary towards the expenses he incurs by his weekly attendance at Newmarket, to transact the business of that branch. The Actuary pays all the rates and taxes.

(b) Residence, and 5 l. for coals and cleaning apartments.

(c) This includes the annual value of the dwelling-house belonging to the Bank, which is occupied by the Actuary free.

2.—ABSTRACT of Returns from each Savings Bank in *England* and *Wales*, *Scotland*, and *Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND—continued.					
				£. s. d.	£.
Chelsea	Middlesex	Hopkinson & Co.	Treasurers	- - -	2,000
		William Haselden	Secretary	(a) 240 - -	1,000
		Thomas L. Bull	Cashier	(b) 150 - -	500
		P. Burgess	Clerk	80 - -	200
		Thomas F. Hall	Clerk	46 - -	200
		J. Crouchey	Clerk	50 - -	200
		B. Eyton	Auditor	70 - -	200
		R. Kirk	Porter	12 - -	-
Cheltenham	Gloucester	Edward Frampton	Treasurer	- - -	2,000
		James Rees Philipps	Actuary	(c) 260 - -	500
		Thomas Lewis	Auditor	15 - -	100
Chepstow	Monmouth	Stanley Calaghan	Treasurer	- - -	1,000
		William Cooper	Actuary	40 - -	300
		Edgar H. Salmon	Clerk	32 - -	200
		J. O. Brooke	Auditor	5 - -	-
Chertsey	Surrey	Thomas B. La Coste	Treasurer	- - -	300
		Alfred Grave	Secretary	65 - -	100
Chester	Chester	John Williams	Treasurer	- - -	500
		George Edwards	Secretary	(d) 100 - -	300
		John Owen	Assistant Secretary	65 - -	150
		James Smith	Cashier	100 - -	100
		T. T. Chamberlain	Secretary at the Hawarden Branch.	25 - -	100
		John Jones	Auditor	100 - -	50
Chesterfield	Derby	George Crompton	Treasurer	- - -	1,000
		Peter Redfern	Secretary	200 - -	500
		John Wright	Auditor	16 16 -	200
Chester-le-Street	Durham	Edward Johnson	Treasurer	- - -	300
		Simon Robinson	Cashier	10 10 -	200
		Matthew Potts	Secretary	20 - -	100
Chichester	Sussex	Henry Comper	Treasurer	- - -	500
		George Paull	Actuary	(e) 220 - -	200
Chippenham	Wilts	Sir John Neeld, Bart.	Treasurer	- - -	1,000
		Messrs. W. and F. Awdry	Secretaries	45 - -	200
		Francis F. Wilmot	Accountant	80 - -	200
		Joseph Lane	Auditor	12 12 -	200
Chorley	Lancaster	William Fisher	Treasurer	- - -	500
		John Cheetham	Secretary	40 - -	200
		Thomas Evans	Auditor	15 - -	20
Cirencester	Gloucester	Frederick Cripps	Treasurer	- - -	500
		Wm. Gregory	Actuary	150 - -	200
		Wm. Miller	Assistant Actuary	40 - -	50
		James Cox	Auditor	20 - -	50
		James Haines	Porter	10 - -	-
Clitheroe	Lancaster	John Birkbeck	Treasurer	- - -	500
		William Peterkin	Agent	50 - -	300
Cockermouth	Cumberland	Joseph Brown	Treasurer	- - -	1,000
		Elizabeth Cooper	Secretary	80 - -	500
		H. T. Tandy	Auditor	5 - -	-
Colchester	Essex	C. G. Round	Treasurer	- - -	1,000
		W. F. Brill	Actuary	230 - -	100
		Henry Brill	Assistant Clerk	80 - -	100
		William Slaney	Auditor	30 - -	60
		John Root	Porter	13 - -	-
Colne	Lancaster	George Stansfeld	Treasurer	- - -	1,000
		Robert Earnshaw	Actuary	40 - -	300
Congleton	Chester	Joseph C. Washington	Treasurer	- - -	1,000
		John Fielder Hall	Actuary	110 - -	500
		Rev. John Wilkinson Turner	Assistant Secretary	30 - -	50
		Edward Pedley	Clerk	5 - -	50
		John Hinkley	Auditor	5 5 -	50

(a) And a gratuity of 50*l*.

(b) And house.

(c) And for clerks and assistance, 50*l*.

(d) And residence.

(e) The Actuary pays all taxes, a supernumerary, a porter, firing, lighting, and cleaning offices.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued*.

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND— <i>continued</i> .				£. s. d.	£.
Coventry - - -	Warwick - -	Francis Wyley - - -	Treasurer - - -	- - -	1,000
		Luke Dresser - - -	Actuary - - -	250 - -	1,000
		Henry Mander, jun. - -	Auditor - - -	12 12 -	100
Crewkerne - - -	Somerset - -	Henry Wm. Hoskins - -	Treasurer - - -	- - -	800
		Thos. F. Clark - - -	Actuary - - -	50 - - -	100
Cripplegate - - -	Middlesex - -	John Pickering - - -	Treasurer - - -	- - -	1,000
		John Ellis - - -	Secretary - - -	70 - - -	1,000
		Benjamin Kershaw - -	Clerk - - -	75 - - -	500
		Thomas Smith Wright -	Messenger - - -	24 - - -	50
Croston - - - -	Lancaster - -	Rev. Oswald Master - -	Treasurer - - -	- - -	-
		William Roper Wright -	Secretary - - -	46 1 - -	100
		William Holden - - -	Auditor - - -	3 - - -	20
Croydon - - - -	Surrey - - -	William John Wilson - -	Treasurer - - -	- - -	250
		Peter Daniel Beck - - -	Secretary - - -	95 - - -	50
		Robert Appleby - - -	Clerk - - -	25 - - -	50
		Grey and Prideaux - - -	Auditors - - -	15 - - -	100 each.
		— Saunders - - -	Porter - - -	8 - - -	-
Darlington - - -	Durham - - -	Alfred Backhouse - - -	Treasurer - - -	- - -	1,000
		James Harris - - -	Secretary - - -	100 - - -	100
		Thomas Hall - - -	Auditor - - -	20 - - -	50
Deal - - - -	Kent - - - -	William H. Brett - - -	Treasurer - - -	- - -	500
		Aynott C. Woodruff - -	Secretary - - -	65 - - -	100
		Thomas E. Cavell - - -	Clerk - - -	25 - - -	100
		William R. Hammond - -	Auditor - - -	4 4 - -	100
Derby - - - -	Derby - - -	Wm. T. Cox - - -	Treasurer - - -	- - -	1,500
		George Rickard - - -	Actuary - - -	250 - - -	500
		Thomas B. Watson - - -	Clerk - - -	120 - - -	100
		L. L. Simpson - - -	Assistant Clerk - -	70 - - -	50
		Henry Hilton - - -	Assistant Clerk - -	60 - - -	50
		Samuel Whitaker - - -	Auditor - - -	35 - - -	100
		Joseph Kniveton - - -	Porter - - -	15 12 -	-
Devizes - - - -	Wilts - - -	John Hayward - - -	Treasurer - - -	- - -	1,000
		William Nott - - -	Actuary - - -	105 - - -	200
		William Henry Hill - -	Auditor - - -	15 - - -	100
Devonport Union -	Devon - - -	Philip Moysey Little - -	Treasurer - - -	- - -	2,000
		Francis Wm. Bateman - -	Secretary - - -	- - -	-
		William Gard - - -	Actuary - - -	320 - - -	1,000
		John George Dinnis - -	Cashier - - -	220 - - -	700
		John Edmonds - - -	Clerk - - -	135 - - -	500
		Charles Norman - - -	Clerk - - -	(a) 90 - - -	300
		John Gard - - -	Clerk - - -	62 10 -	300
		Robert Haliburton Rae -	Auditor - - -	86 5 - -	100
		Edward Quick - - -	Porter - - -	(b) 39 - - -	100
		John Raphael May (retired)	Actuary - - -	200 - - -	-
		Stephen Leach (retired) -	Clerk - - -	70 - - -	-
		William Howe (retired) -	Porter - - -	5 - - -	-
Devonport Royal Naval Annuitant and Naval.	Devon - - -	John H. Cook - - -	Treasurer - - -	- - -	300
		G. Hingston - - -	Actuary - - -	40 - - -	200
		R. N. Williams - - -	Cashier - - -	32 10 -	100
Devonport Dockyard	Devon - - -	Henry Innes - - -	Treasurer - - -	- - -	100
		Robert Haliburton Rae -	Actuary - - -	35 - - -	100
		Ernest B. Curtler - - -	Auditor - - -	2 2 - -	-
Doncaster - - -	York, W. R. - -	Thomas Walker - - -	Treasurer - - -	- - -	1,500
		Edward Easterfield - -	Secretary - - -	(c) 300 - - -	500
		Charles Fisher - - -	Auditor - - -	30 - - -	250
		Thomas Henry Bishop - -	Clerk - - -	30 - - -	100
		Albert Taylor - - -	Clerk - - -	20 - - -	100
Dorchester - - -	Dorset - - -	Herbert Williams - - -	Treasurer - - -	- - -	1,000
		George Henry Davis - -	Actuary - - -	160 - - -	200
		T. R. Cross - - -	Auditor - - -	30 - - -	-

(a) Apartments rent-free; taxes and fuel, 25 l.

(b) Apartments rent-free; gas and fuel, 10 l.

(c) With residence, coals, and lights.

2.—ABSTRACT of Returns from each Savings Bank in *England and Wales, Scotland, and Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND—continued.				£. s. d.	£.
Dorking - - -	Surrey - - -	F. Jones Morice - - -	Treasurer - - -	- - -	500
		John Hart - - -	Secretary - - -	99 18 6	100
		C. A. White - - -	Auditor - - -	- - -	100
Dover - - -	Kent - - -	Charles Stein - - -	Treasurer - - -	- - -	500
		John Baker - - -	Secretary - - -	100 - -	500
		Gilbert R. Amos - - -	Clerk - - -	50 - -	100
		Edward W. Spain - - -	Auditor - - -	5 - -	10
		Thomas Garrick - - -	Auditor - - -	5 - -	10
			Porter & Messenger	2 2 -	—
Downham Market -	Norfolk - - -	Daniel Gurney - - -	Treasurer - - -	- - -	1,000
		John Flatman - - -	Secretary - - -	(a) 20 - -	200
		James Wright - - -	Auditor - - -	2 2 -	5
Driffield - - -	York - - -	Edward Ridsdale Harding	Treasurer - - -	- - -	1,000
		William Watson - - -	Secretary - - -	70 - -	500
		Thomas Greenfield Marshall	Auditor - - -	10 - -	100
		William Taylor - - -	Assistant Secretary	25 - -	200
Droitwich - - -	Worcester - - -	Martin Abell - - -	Treasurer - - -	- - -	2,000
		Samuel Tombs - - -	Secretary - - -	35 - -	200
		John Bradley - - -	Auditor - - -	—	—
Dunmow - - -	Essex - - -	Basil Sparrow - - -	Treasurer - - -	- - -	500
		William L. Scott - - -	Secretary - - -	—	—
		Dansie Carter - - -	Actuary - - -	70 - -	50
		W. Henry Grey - - -	Auditors - - -	15 - -	50
		Francis G. Prideaux - - -			50
Durham - - -	Durham - - -	John W. Barnes - - -	Treasurer - - -	- - -	1,000
		Percival Forster - - -	Secretary - - -	30 - -	100
Dursley - - -	Gloucester - - -	John Vizard - - -	Treasurer - - -	- - -	500
		Henry Heath - - -	Secretary - - -	50 - -	200
		George Wenden - - -	Auditor - - -	10 10 -	100
East Grinstead -	Sussex - - -	George Head - - -	Treasurer - - -	- - -	400
		William Rudge - - -	Actuary - - -	95 17 7	200
		W. A. Head - - -	Auditor - - -	15 - -	100
Eccleshall - - -	Stafford - - -	Thomas Salt - - -	Treasurer - - -	- - -	200
		James Kitley - - -	Secretary - - -	15 - -	100
Eccleston - - -	Lancaster - - -	W. Bretherton - - -	Actuary - - -	50 - -	120
		John Westley - - -	Auditor - - -	2 10 -	—
Eckington - - -	Derby - - -	The Rev. E. B. Estcourt -	Treasurer - - -	- - -	100
		John Ibbotson Hayes -	Actuary - - -	10 - -	50
Ellesmere - - -	Salop - - -	Rev. John Peake - - -	Treasurers - - -	- - -	100
		Robert Morrall - - -			100
		William Lee - - -	Secretary - - -	60 - -	100
		Edward Blackburne - - -	Auditor - - -	15 - -	100
Ely - - -	Cambridge - - -	G. Ebenezer Foster and G. Edward Foster.	Treasurers - - -	- - -	500
		Thomas A. Hills - - -	Actuary - - -	(b) 50 - -	200
		William Henry Grey - - -	Auditors - - -	10 - -	100
		Francis Greville Prideaux			100
Epsom - - -	Surrey - - -	John Phillips - - -	Treasurer - - -	- - -	200
		William A. Everest - - -	Secretary - - -	60 - -	100
Ewell - - -	Surrey - - -	Rev. Sir G. L. Glyn, Bart.	Treasurer - - -	- - -	200
		H. W. Pennington - - -	Manager - - -	—	—
		John Pilgrim - - -	Actuary - - -	20 - -	30

(a) This includes rent and fuel.

(b) With 10 l. for rent.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND— <i>continued.</i>				£. s. d.	£.
Exeter - - -	Devon - - -	Edward A. Sanders - -	Treasurer - -	- - -	5,000
		William Kennaway - -	Late Auditor - -	262 10 -	1,000
		George Down - - -	Auditor - - -	25 - -	1,000
		Richard Pike - - -	Actuary - - -	(a) 425 - -	3,000
		Andrew Glanvill - - -	Cashier - - -	(a) 275 - -	2,000
		Samuel P. Hayman - -	Check Clerk - -	200 - -	1,000
		Humphry W. Sellers - -	Clerk - - -	160 - -	1,000
		H. R. Hill - - -	Clerk - - -	120 - -	500
		T. M. Richards - - -	Clerk - - -	110 - -	500
		John Hartnoll - - -	Clerk - - -	80 - -	500
		George H. Horwill - -	Clerk - - -	70 - -	500
		Edwin H. Way - - -	Clerk - - -	50 - -	500
		Henry T. Kenshole - -	Apprentice - -	36 5 -	300
		Edward B. Lemon - - -	Apprentice - -	26 8 10	300
		John Hurford - - -	Messenger - -	54 12 -	100
		Rebecca Carter - - -	Charwoman - -	13 - -	—
		John H. Toller and William H. Toller.	- - -	100 - -	1,500
		William Pulman - - -	- - -	29 3 -	500
		Nathan Beck - - -	- - -	10 - -	250
		George Richards - - -	- - -	33 10 -	500
		Charles H. Brooking - -	- - -	13 8 -	500
		William R. Creed - - -	- - -	32 6 -	500
		Henry Fowler - - -	- - -	18 15 -	500
		Charles Read - - -	- - -	33 15 -	500
		Edmund H. Laffere - -	- - -	17 1 -	250
		John Banfield - - -	Paid Receivers of Deposits	20 11 -	500
		William H. Balkwill - -		31 19 -	500
		George L. Gains (late) -		19 3 -	500
		Charles Seymour - - -		15 9 -	500
		W. H. Pearce - - -		32 - -	500
		Arthur C. Sharland - -		53 12 -	500
		H. Manly and W. Chave -		30 14 -	500
		William R. H. Jordan - -		15 15 -	500
		William Hamlyn - - -		27 16 -	500
		George Avery - - -		8 - -	500
		William Ocock - - -	- - -	10 16 -	500
		James S. Bearne - - -	- - -	19 3 -	500
Eye - - -	Suffolk - -	Gurneys & Co. - - -	Treasurers - -	- - -	500
		Henry Bishop - - -	Secretary - - -	(b) 100 - -	300
		Francis Cupiss - - -	Receiver at Diss - -	20 - -	100
		Thomas Fulcher - - -	Auditor - - -	10 - -	100
Fakenham - - -	Norfolk - -	Robert N. Hamond - - -	Treasurer - - -	- - -	300
		Francis B. Middleton - -	Secretary - - -	(c) 45 - -	500
		John A. Miles - - -	Auditor - - -	4 4 -	25
Falmouth - - -	Cornwall - -	William Carne - - -	Treasurer - - -	- - -	1,200
		Thomas Johns - - -	Secretary & Actuary -	(d) 162 - -	800
		Henry Pollard - - -	Auditor - - -	13 - -	50
		George Pooley - - -	Auditor - - -	13 - -	50
Fareham - - -	Southampton -	George Hunt - - -	Treasurer - - -	- - -	200
		William Kelsall - - -	Actuary & Secretary -	67 - -	300
		Messrs. Grey and Prideaux	Auditors - - -	10 - -	100
Farnham - - -	Surrey - - -	James Knight - - -	Treasurer - - -	- - -	1,000
		William Mason - - -	Actuary - - -	(c) 90 - -	1,000
		F. G. Prideaux - - -	Auditor - - -	15 - -	50
Faringdon - - -	Berks - - -	Joseph Clark - - -	Treasurer - - -	- - -	500
		G. J. Haines - - -	Actuary - - -	60 - -	300
		George F. Crowdy - - -	Auditor - - -	15 - -	—

(a) And residence.

(b) Salary - - - £. 80 - -
 Rent of Office - - - 15 - -
 Allowance for Messenger - - 5 - -

£. 100 - -

(c) And house.

(d) 55 l. gratuities.

2.—ABSTRACT of Returns from each Savings Bank in *England* and *Wales*, *Scotland* and *Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND— <i>continued.</i>				£. s. d.	£.
Farringdon-street -	Middlesex -	John Beattie - - -	Treasurer - - -	- - -	1,000
		William H. Grey - - -	Actuary - - -	126 - -	400
		John Lowe - - -	Cashier - - -	81 - -	1,000
		Thomas P. Scrivener - - -	Auditor - - -	15 15 -	100
		William Rose - - -	Porter - - -	22 10 -	—
Faversham - - -	Kent - - -	William Rigden - - -	Treasurer - - -	- - -	500
		Henry E. Coulter - - -	Secretary & Actuary - - -	(a) 140 - -	400
		George S. Crosser - - -	Assistant Secretary - - -	50 - -	100
		Grey and Prideaux - - -	Auditors - - -	18 18 -	200
		John E. Cook - - -	Porter - - -	5 9 6	—
Finsbury - - -	Middlesex -	Bank of England - - -	Treasurers - - -	—	—
		William N. Wortley - - -	Actuary - - -	525 - -	2,000
		Edward Scargill - - -	Chief Clerk - - -	220 - -	1,000
		Edmund Best - - -	Clerk - - -	145 - -	250
		Benjamin P. Searle - - -	Clerk - - -	35 - -	250
		J. E. Atkins - - -	Clerk - - -	90 - -	250
		F. W. Blogg - - -	Clerk - - -	34 12 3	200
		H. Askew - - -	Clerk - - -	40 - -	200
		W. J. Coggin - - -	Clerk - - -	4 12 -	200
		S. Lovelock - - -	Auditor - - -	25 - -	100
		William Wash - - -	Messenger - - -	67 14 -	100
Folkestone - - -	Kent - - -		Assistant Messenger and Police.	27 18 -	—
			Extra Writers - - -	63 15 3	—
Folkestone - - -	Kent - - -	Angus M. Leith - - -	Treasurer - - -	—	—
		Albert Moat - - -	Secretary - - -	21 - 7	100
		E. Kingsford - - -	Auditor - - -	2 - -	—
Folkingham - - -	Lincoln - - -	Orlando Edmonds - - -	Treasurer - - -	- - -	300
		John Rose - - -	Actuary - - -	26 - -	100
Framlingham - - -	Suffolk - - -	George Edwards - - -	Cashier - - -	78 - -	1,000
Frodsham - - -	Chester - - -	John H. Hayes - - -	Treasurer - - -	- - -	300
		John Pollard - - -	Secretary - - -	40 - -	300
		James Rigby - - -	Auditor - - -	10 - -	100
Frome Selwood - - -	Somerset - - -	E. H. Dickinson - - -	Treasurer - - -	- - -	500
		James Gough - - -	Actuary - - -	100 - -	500
		R. H. Harrold - - -	Auditor - - -	10 - -	500
Gainsborough - - -	Lincoln - - -	William Lister Sharpe - - -	Treasurer - - -	- - -	500
		William Hord - - -	Actuary - - -	100 10 -	500
		Alfred Kirk - - -	Auditor (resigned) - - -	22 10 -	200
		William Menzies Berwick - - -	Auditor - - -	80 - -	200
		Ann Scott - - -	Office cleaner - - -	} 9 10 -	—
Glossop - - -	Derby - - -	John Spinley - - -	Doorkeeper - - -		
		Francis Sumner - - -	Treasurer - - -	- - -	500
Glossop - - -	Derby - - -	C. J. Hadfield - - -	Secretary or Actuary - - -	33 - -	100
Gloucester - - -	Gloucester - - -	Samuel Bowly - - -	Treasurer - - -	- - -	1,000
		Edward L. Kendall - - -	Auditor - - -	40 - -	500
		W. Washbourn - - -	Secretary & Actuary - - -	120 - -	1,000
		Thomas H. Pike - - -	Assistant Actuary - - -	50 - -	300
Godalming - - -	Surrey - - -	Frederick Mellersh - - -	Treasurer - - -	- - -	1,500
		John C. Collier - - -	Actuary - - -	50 - -	100
		Richard Whitbourn - - -	Auditor - - -	20 - -	100
Goole - - -	York, W. R. - - -	John H. Rockett - - -	Treasurer - - -	- - -	500
		Thomas Bunker - - -	Secretary - - -	(b) 16 10 6	100
		Samuel Bellhouse - - -	Auditor - - -	2 2 -	—
Gosport - - -	Southampton - - -	George Gillman - - -	Treasurer - - -	- - -	200
		James Hoskins - - -	Secretary - - -	- - -	—
		Thomas H. Field - - -	Actuary - - -	80 15 -	200
		Cornelius Regan - - -	Messenger - - -	5 10 -	—
		T. W. Spriggs - - -	Auditor - - -	5 5 -	—

(a) Residence in Bank, but pays a moiety of rates.

(b) And 14. 11 s. for coals, cleaning, and portorage.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND— <i>continued.</i>				£. s. d.	£.
Grantham - -	Lincoln - -	T. Hardy & Co. - -	Treasurers - -	- - -	1,000
		W. V. Hardwick - -	Actuary - -	200 - -	1,000
		C. E. Churchill - -	Assistant Actuary - -	100 - -	300
		Charles Miller - -	Auditor - -	50 - -	100
Gravesend - -	Kent - -	William McKewan - -	Treasurer - -	- - -	1,000
		Henry Newman - -	Actuary - -	120 - -	300
Great Grimsby - -	Lincoln - -	Hon. Alex. L. Melville - -	Treasurer - -	- - -	500
		William Grange - -	Secretary - -	15 - -	200
		William Wallis - -	Auditor - -	2 2 - -	—
Guildford - -	Surrey - -	Samuel Haydon - -	Treasurer - -	- - -	1,500
		Joseph Hockley & T. Russell	Joint Secretaries - -	25 - -	50 <i>l.</i> each.
		Francis Whitburn - -	Actuary - -	100 - -	300
		Richard Lee - -	Auditor - -	21 - -	100
		George Loveland - -	Porter - -	5 - -	—
Guisborough - -	York, N. R. - -	The National Provincial Bank of England.	Treasurers - -	—	—
		Thomas T. Trevor - -	Secretary - -	60 - -	200
		Thos. Rawling - -	Auditor - -	5 - -	—
Hackney - -	Middlesex - -	Barclay, Bevan & Co. - -	Treasurers - -	- - -	250
		W. M. Russell - -	Secretary - -	70 - -	300
		David Craven - -	Actuary - -	50 - -	100
		John Lloyd - -	Clerk - -	20 - -	50
		Ford and Capper - -	Auditors - -	6 6 - -	10
Hadleigh - -	Suffolk - -		Porter and Char- woman.	8 4 - -	—
		John Bawtree - -	Treasurer - -	- - -	400
		William Grimwade - -	Actuary - -	60 - -	200
		Richard Newman - -	Secretary - -	—	—
Haggerstone - -	Middlesex - -	George Racine - -	Auditor - -	7 7 - -	—
		A. J. Lewis - -	Treasurer - -	- - -	500
Halesworth - -	Suffolk - -		Secretary - -	15 - -	50
		Thomas Brightwen - -	Treasurer - -	- - -	1,000
		Robert B. Baas - -	Secretary - -	10 10 - -	100
		James Tippell - -	Clerk - -	55 - -	100
Halifax - -	York, W. R. - -	F. B. Parslee - -	Auditor - -	10 10 - -	100
		James Bowman - -	Treasurer - -	- - -	1,000
		William Tongue - -	Actuary - -	240 - -	200
		J. S. Highley - -	Auditor - -	15 - -	100
Hammersmith - -	Middlesex - -	Joseph Crookes - -	Treasurer - -	- - -	500
		Alfred James Roberts - -	Secretary - -	50 - -	500
Hampstead - -	Middlesex - -	Thomas Bridger - -	Actuary - -	70 - -	600
		James Waddell - -	Auditor - -	4 4 - -	20
Hanley - -	Stafford - -	James G. Walker - -	Treasurer - -	(a) - - -	500
		William Varcoe - -	Secretary - -	100 - -	500
		Ephraim Brunt - -	Auditor - -	9 9 - -	50
Harewood - -	York, W. R. - -	John Parker - -	Secretary & Treasurer	50 - -	300
Harleston - -	Norfolk - -	William M. Hazard - -	Treasurer - -	- - -	500
		Edgar J. Everson - -	Actuary - -	45 - -	200
		George Rayson - -	Auditor - -	5 5 - -	100
Harrow - -	Middlesex - -	Jacob F. Marillier - -	Treasurer - -	- - -	200
		William Winkley - -	Secretary - -	(b) 20 - -	100
Harwich - -	Essex - -	Charlotte Cox, John Cobbold, John Chevallier Cobbold, and William Rodwell - -	Treasurers - -	- - -	500
		Francis Hales - -	Secretary - -	17 - -	100
		Benjamin P. Goodwin - -	Clerk - -	25 - -	100
		Jas. R. Franks - -	Auditor - -	5 - -	50
Hastings - -	Sussex - -	J. G. O'Neill - -	Treasurer - -	- - -	500
		J. Phillips - -	Secretary - -	—	—
		John Banks - -	Actuary - -	90 17 - -	250

(a) A commission of 5*s.* per cent. on investments and drafts.

(b) This sum includes 5*l.* for the use of office, firing, &c.

2.—ABSTRACT of Returns from each Savings Bank in *England and Wales, Scotland and Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND—continued.				£. s. d.	£.
Havant - - -	Southampton -	George Gillman - - -	Treasurer - - -	- - -	200
		Joseph R. Cox - - -	Actuary - - -	60 - -	150
		Robert Allen - - -	Honorary Secretary -	- - -	—
		W. Padwick - - -	Auditor - - -	5 - -	—
Haverhill - - -	Suffolk - - -	William W. Boreham -	Treasurer - - -	- - -	300
		R. P. Todd - - -	Secretary - - -	30 - -	100
		John Bigmore - - -	Auditor - - -	5 - -	50
Hawkhurst - - -	Kent - - -	Edwin Hills - - -	Treasurer - - -	- - -	500
		Goodwin Kilburne -	Actuary & Secretary -	70 - -	200
		James Philcox - - -	Auditor - - -	6 6 -	—
Helston - - -	Cornwall - - -	John Kendall - - -	Treasurer - - -	- - -	200
		Arundel Rogers - - -	Actuary - - -	80 - -	200
		E. J. Anthony - - -	Secretary - - -	30 - -	100
		John Kendall, jun. -	Auditor - - -	20 - -	100
Hemel Hempstead -	Herts - - -	John E. Bartlett - -	Treasurer - - -	- - -	300
		George A. Smith - -	Secretary - - -	55 - -	300
Henley-on-Thames -	Oxford - - -	John Cooper - - -	Treasurer - - -	- - -	600
		John Page - - -	Secretary & Actuary -	80 - -	300
		William T. Hews - -	Clerk - - -	10 - -	—
		John C. Miller - - -	Auditor - - -	10 - -	—
Hereford - - -	Hereford - - -	John A. F. Suter - -	Treasurer - - -	- - -	2,000
		James T. O. Fowler -	Actuary & Secretary -	300 - -	500
		Edwin Day - - -	Assistant Actuary -	120 - -	300
		James Corbett - - -	Auditor - - -	25 - -	100
		G. H. Barlow - - -	Clerk - - -	46 11 -	100
			Extra Clerks - - -	9 - -	—
Hertford - - -	Herts - - -	William R. Baker - -	Treasurer - - -	- - -	1,000
		James Poulton - - -	Secretary - - -	90 - -	100
Hexham - - -	Northumberland	James D. Bell - - -	Treasurer - - -	- - -	500
		James Fairlam - - -	Actuary - - -	(a) 150 - -	200
		T. H. Bell - - -	Treasurer's Clerk -	5 15 -	—
		Robert Gibson - - -	Porter - - -	6 - -	—
		Isaac Baty - - -	Auditor - - -	25 - -	100
Highgate - - -	Middlesex - -	This bank is closing.			
High Wycombe -	Bucks - - -	Thomas Wheeler - -	Treasurer - - -	- - -	1,000
		William Butler - - -	Actuary - - -	80 - -	100
		William Judson - - -	Auditor - - -	10 - -	—
Hinckford - - -	Essex - - -	Nath. C. Barnardiston	Treasurer - - -	- - -	300
		Henry Warburton - -	Secretary - - -	- - -	—
		Edward Fentiman - -	Actuary - - -	50 - -	300
		Messrs. Grey and Prideaux	Auditors - - -	10 - -	50 <i>l.</i> each.
Hinckley - - -	Leicester - -	William Billson - -	Treasurer - - -	- - -	300
		Thomas Short - - -	Secretary - - -	100 - -	100
		William G. Dixon - -	Auditor - - -	10 - -	50
Hitchin - - -	Herts - - -	James H. Tuke - - -	Treasurer - - -	- - -	500
		Joshua Whiting - - -	Secretary - - -	55 - -	500
		Lawson Thompson - -	Auditor - - -	5 - -	200
Horncastle - - -	Lincoln - - -	Eli Hall - - -	Treasurer - - -	- - -	600
		Robert Lockwood - -	Actuary - - -	120 - -	200
		R. C. Armstrong - -	Auditor - - -	10 - -	50
Horsham - - -	Sussex - - -	John W. Burmester -	Treasurer - - -	- - -	500
		Charles Hunt - - -	Actuary - - -	70 - -	250
		Thomas Hills - - -	Auditor - - -	10 - -	50
Howden - - -	York, E. R. -	Charles Hutchinson -	Secretary - - -	50 - -	500
		Robert Sugden - - -	Auditor - - -	10 - -	200
Huddersfield - -	York, W. R. -	Edward Sikes - - -	Treasurer - - -	- - -	1,000
		Charles Atkinson - -	Actuary - - -	240 - -	500
		George Hirst - - -	Assistant Actuary -	200 - -	500
		Tristram Ridgway - -	Clerk - - -	80 - -	300
		R. D. Gooch - - -	Auditor - - -	25 - -	—
Hungerford - - -	Berks - - -	John W. Burmester -	Treasurer - - -	- - -	400
		Henry E. Astley - -	Actuary - - -	60 - -	500
		Thomas Wooldridge -	Auditor - - -	20 - -	200

(a) And residence.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND— <i>continued.</i>				£. s. d.	£.
Hyde - - -	Chester - -	Thomas Mottram - -	Treasurer - -	— - -	—
		William Smith, jun. - -	Actuary - -	25 - -	100
Hythe - - -	Kent - - -	J. S. Coombs - - -	Treasurer - -	- - -	500
		Edward Ashdown - -	Clerk - - -	45 - -	50
		Henry Hailey - - -	Auditor - - -	5 - -	10
Ipswich, Cornhill -	Suffolk - -	George C. E. Bacon -	Treasurer - -	- - -	500
		Samuel B. Chapman -	Secretary - -	25 - -	500
		Stirling Westhorpe -	Actuary - -	25 - -	500
		Joseph Owen - - -	Auditor - - -	6 - -	200
Ipswich, Queen Street	Suffolk - -	Alexander & Co. - -	Treasurers - -	- - -	1,000
		T. S. Gowing - - -	Cashier - - -	100 - -	300
		R. Christopherson -	Actuary - -	150 - -	300
		W. Turner - - -	Auditor - - -	40 - -	300
Islington - - -	Middlesex -	Nathaniel H. Clifton -	Treasurer - -	- - -	500
		Augustus P. Oldershaw -	Secretary & Agent	120 - -	500
		George Thain - - -	Clerk - - -	20 - -	—
		Edward William Braine -	Clerk - - -	13 - -	—
Keighley - - -	York, W. R. -	Henry Alcock - - -	Treasurer - -	(a) - - -	500
		George Smith - - -	Secretary - -	130 - -	500
		Allan Brown - - -	Auditor - - -	15 - -	100
Kennington - - -	Surrey - - -	G. W. Challis - - -	Treasurer - -	- - -	500
		Frederic Reeve - - -	Actuary - - -	50 - -	100
Kensington - - -	Middlesex -	Edwyn Allum - - -	Treasurer - -	- - -	600
		Charles Greenway - -	Secretary - -	150 - -	500
		W. S. Mayers - - -	Auditor - - -	20 - -	—
		W. T. Timson - - -	Messenger - -	15 - -	—
Keswick - - -	Cumberland -	J. F. Crosthwaite - -	Treasurer - -	- - -	500
		Anthony Gibson - - -	Actuary - - -	40 - -	50
Kettering - - -	Northampton -	Messrs. Eland and Eland -	Treasurers - -	- - -	700
		Louisa Meadows - - -	Actuary - - -	40 - -	100
		Grey and Prideaux - -	Auditors - - -	10 10 -	100
Kidderminster - -	Worcester - -	Thomas D. Thomas - -	Treasurer - -	- - -	1,000
		James Chambers - - -	Actuary - - -	100 - -	200
		Messrs. Grey and Prideaux	Auditors - - -	20 - -	200l. each.
King's Lynn - - -	Norfolk - -	Francis J. Cresswell -	Treasurer - -	- - -	1,000
		John Burch - - -	Secretary - -	100 - -	200
		James Eccles - - -	Clerk - - -	30 - -	200
		James Allen - - -	Auditor - - -	8 8 -	100
Kingsland Road - -	Middlesex -	John W. Burmester - -	Treasurer - -	- - -	1,000
		James Duthoit - - -	Actuary - - -	120 - -	500
		Alfred Duthoit - - -	Sub-Actuary - -	50 - -	300
		L. G. B. How - - -	Clerk - - -	30 - -	200
Kingston-on-Hull -	York, E. R. -	Edmund Smith - - -	Banker - - -	(b) - - -	2,000
		Norrison Levett - - -	Secretary - -	365 - -	2,000
		Daniel C. Donovan - -	Cashier - - -	300 - -	600
		Henry J. Buckton - -	First Clerk - -	200 - -	500
		Francis Fullerton - -	Second Clerk - -	65 - -	100
		William Thomas Hawkins -	Auditor - - -	50 - -	200
		William B. Henderson -	Agent - - -	10 10 -	250
		William Richardson - -	Porter - - -	55 - -	50
Kingston-on-Thames	Surrey - - -	Samuel Ranyard - - -	Treasurer - -	- - -	1,000
		Wm. A. Fricker - - -	Secretary - -	120 - -	300
		John Harris - - -	Auditor - - -	20 - -	100
		John Wild - - -	Porter - - -	7 - -	—
Kingswinford - - -	Stafford - -	Edwin Dudley - - -	Treasurer - -	- - -	500
		John Caswell - - -	Actuary - - -	(c) 100 - -	300
		William G. Dixon - - -	Auditor - - -	17 17 -	100
Kingswood - - -	Gloucester -	Messrs. Cave, Baillie & Co.	Treasurers - -	— - -	—
		John Sircom - - -	Actuary - - -	31 10 -	100
		Charles Jackson - - -	Auditor - - -	5 - -	50

(a) Commission, 16l. 5s.

(b) Commission, 42l.

(c) And 20l. donation.

2.—ABSTRACT of Returns from each Savings Bank in *England and Wales, Scotland and Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND— <i>continued.</i>				£. s. d.	£.
Kington - -	Hereford - -	Thomas Price - -	Treasurer - -	- - -	500
		Rev. J. N. Walsh - -	Actuary - -	75 - -	300
		Anthony Temple - -	Auditor - -	10 - -	50
Kirkby Lonsdale - -	Westmorland - -	Robert L. Gregg - -	Treasurer - -	- - -	400
		John Metcalfe - -	Actuary - -	60 - -	400
		John Allen - -	Clerk - -	5 - -	—
		J. Gill - -	Auditor - -	5 - -	—
Kirkham - -	Lancaster - -	Charles Birley - -	Treasurer - -	- - -	500
		John Bradley - -	Actuary - -	30 - -	200
		O. Barrett - -	Auditor - -	5 5 -	—
Knaresborough - -	York, W. R. - -	Rev. Thomas Collins - -	Treasurer - -	- - -	1,000
		George Stead - -	Secretary - -	(a) 150 - -	100
		Joseph Dixon - -	Clerk at Wetherby Branch.	(b) 50 - -	200
		William Newbould - -	Clerk at Pateley Branch.	20 - -	—
		William Harrison - -	Cashier - -	30 - -	50
Knutsford - -	Chester - -	Henry Long - -	Treasurer - -	- - -	300
		John Siddeley - -	Actuary - -	100 - -	300
		William Aldred - -	Auditor - -	10 - -	—
Lambeth - -	Surrey - -	W. W. Jones - -	Actuary - -	160 - -	500
		Henry Wilson - -	Clerk - -	80 - -	500
		Alfred Warren - -	Auditor - -	21 - -	500
		Isaac Sheppard - -	Messenger - -	32 10 -	50
Lambeth, St. John - -	Surrey - -	E. B. Gammon - -	Treasurer - -	- - -	500
		C. Gray - -	Secretary - -	60 - -	200
Lancaster - -	Lancaster - -	Henry Hadwen - -	Treasurer - -	- - -	500
		Lancelot Sanderson - -	Actuary - -	105 - -	200
		Michael Harrison - -	ditto - -	105 - -	200
		Richard Stanton - -	Cashier - -	60 - -	200
		Richard Bond - -	Auditor - -	15 - -	200
Lanchester - -	Durham - -	Richard Hill Gee - -	Treasurer - -	- - -	500
		F. J. Laycock - -	Secretary - -	27 - -	50
		W. W. Thompson - -	Auditor - -	3 - -	50
Launceston - -	Cornwall - -	John L. Cowlard - -	Treasurer - -	- - -	1,000
		James Grigg - -	Actuary - -	72 - -	300
		Albert Huxham - -	Auditor - -	10 - -	100
Ledbury - -	Hereford - -	Edward J. Webb - -	Treasurer - -	- - -	200
		Thomas Woodward - -	Secretary - -	85 - -	200
Leeds - -	York, W. R. - -	Samuel J. Brown - -	Treasurer - -	- - -	3,000
		George S. Carr - -	Secretary - -	(c) 350 - -	1,200
		J. H. Oates - -	Cashier - -	200 - -	500
		John W. Mathewman - -	Clerk - -	125 - -	300
		Robert A. Furbank - -	Clerk - -	108 6 8	300
		John Gibson - -	Clerk - -	92 10 -	100
		John Roylance - -	Porter - -	6 17 6	—
Leek - -	Stafford - -	W. F. Deane - -	Profes. Accountant	40 - -	—
		Thomas Carr - -	Treasurer - -	- - -	300
		William S. Mollatt - -	Actuary - -	80 - -	300
Leicester - -	Leicester - -	W. Johnson - -	Auditor - -	8 8 -	20
		William Billson - -	Treasurer - -	- - -	1,000
		William Kelly - -	Secretary - -	(d) 250 - -	1,000
		John H. Williams - -	Auditor - -	50 - -	100
		William Oliver Dawson - -	Clerk - -	60 - -	250
Leigh - -	Lancaster - -	Martha Laundon - -	Housekeeper - -	20 - -	—
		Henry Calland - -	Treasurer - -	20 - -	500
		Samuel Mosserop - -	Actuary - -	60 - -	500
		Thomas Haywood - -	Clerk - -	30 - -	—
		Henry Whitworth - -	Auditor - -	15 - -	—

(a) And 20 l. for assistance and a house.
(b) And house.

(c) Extra assistance, 3 l. 2 s. 6 d.

(d) 20 l. 8 s. allowed to Secretary for additional assistance.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND— <i>continued.</i>					
				£. s. d.	£.
Leominster - -	Hereford - -	Edward P. Southall - -	Treasurer - -	- - -	1,000
		John West - - -	Actuary - - -	100 - -	200
		John Rogers - - -	Attendant - - -	5 4 -	50
		V. W. Holmes - - -	Auditor - - -	12 10 -	50
		Martha Anthony - -	Porter - - -	3 1 4	20
Lewes - - -	Sussex - - -	Thomas Whitfield - -	Treasurer - -	- - -	1,000
		John Smith - - -	Actuary - - -	(a) 170 - -	300
Leyburn - - -	York, N. R. - -	Christopher Other - -	Treasurer - -	- - -	1,000
		John Teale - - -	Actuary - - -	50 - -	500
		J. John Grime - - -	Auditor - - -	12 - -	500
Leyland - - -	Lancaster - -	Edward Barnes - - -	Treasurer - -	- - -	200
		Kinton Jacques - - -	Actuary - - -	50 - -	150
		Peter Burdon - - -	Cashier - - -	50 - -	150
		John Westley - - -	Auditor - - -	5 - -	—
Leyton - - -	Essex - - -	J. W. Bosanquet - -	Treasurer - -	- - -	500
		John Greenfield - -	Secretary - -	20 - -	50
		H. J. Emerson - - -	Auditor - - -	5 - -	50
Lichfield - -	Stafford - - -	P. S. Sandeman - - -	Treasurer - -	- - -	600
		John T. Parker - - -	Actuary - - -	(b) 70 - -	200
		E. C. Seargeant - - -	Auditor - - -	7 7 -	50
Lilleshall - -	Salop - - -	John Mackrory - - -	Secretary - -	60 - -	100
Limehouse - -	Middlesex - -	Philip P. Blyth - - -	Treasurer - -	- - -	1,000
		William E. Holland - -	Actuary - - -	68 - -	600
		John Capes - - -	Assistant Actuary -	38 - -	600
		Richard Foster - - -	Dep. Asst. Actuary	25 - -	30
		John Rugg - - -	Auditor - - -	15 15 -	100
Lincoln - - -	Lincoln - - -	The Hon. A. L. Melville -	Treasurer - -	- - -	1,000
		J. Mawer - - -	Actuary - - -	235 - 9	600
		Thomas White - - -	Auditor - - -	50 - -	100
		Joseph Broughton - -	Clerk - - -	52 - -	100
		John C. Chambers - -	Clerk - - -	10 15 -	100
		Edmund Maltby - - -	Clerk - - -	26 5 -	100
Liskeard - - -	Cornwall - - -	John Squire - - -	Treasurer - -	- - -	1,000
		John Pearson - - -	Actuary - - -	50 - -	650
		Lewis Bone - - -	Assistant Actuary -	20 - -	300
		William T. Hancock - -	Auditor - - -	20 - -	100
Liverpool - - -	Lancaster - - -	Messrs. Heywood & Sons, Bankers.	Treasurers - -	- - -	2,000
		Thomas B. Newton - -	Actuary - - -	600 - -	2,000
		Richard Shaw - - -	Chief Cashier - -	229 3 4	1,000
		Thomas Burcher - - -	2nd Cashier - - -	150 - -	500
		Charles J. Leders - - -	Cashbook-Keeper -	150 - -	500
		William H. Cattrell - -	Late 1st Ledger Clerk	83 - -	—
		Richard C. Ward - - -	1st Ledger-Keeper -	115 16 8	300
		William R. Westmore - -	2nd - ditto - - -	115 16 8	100
		Harry L. Cunningham -	1st Counter Clerk -	99 3 4	100
		Alfred W. Brooke - - -	2nd - ditto - - -	71 13 4	100
		Albert Burcher - - -	3rd Counter Clerk -	71 13 4	100
		George James Pison - -	4th - ditto - - -	71 13 4	100
		John Parker M'Comb - -	5th - ditto - - -	60 - -	100
		J. Charles Stead - - -	Auditor - - -	200 - -	1,000
		Benjamin Lewis - - -	Messenger - - -	54 12 -	—
Loughborough -	Leicester - - -	Extra Assistants - -	- - -	22 10 -	—
		E. C. Middleton & T. Cradock	Treasurers - -	- - -	500
		Sarah Ann White - - -	Secretary - - -	(c) 110 - -	300
Louth - - -	Lincoln - - -	Thomas W. Marshall - -	Auditor - - -	20 - -	200
		William Garfit - - -	Treasurer - -	- - -	1,000
		John Nesbitt - - -	Actuary - - -	120 - -	300
		Chs. M. Nesbitt - - -	Clerk - - -	30 - -	200
Lowestoft - - -	Suffolk - - -	John Hurst - - -	Auditor - - -	40 - -	200
		Thomas Brightwen - -	Treasurer - -	- - -	1,000
		Thomas Simpson Allerton -	Actuary - - -	50 - -	100
		William Spaul - - -	Auditor - - -	4 4 -	50

(a) And 18 l. 4 s. for an occasional clerk.

(b) And house.

(c) Including 30 l. rent, and coals.

2.—ABSTRACT of Returns from each Savings Bank in *England and Wales, Scotland and Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND— <i>continued.</i>					
				£. s. d.	£.
Ludlow - - -	Salop - - -	Rocke, Eyton & Co. - - -	Treasurers - - -	- - -	1,000
		John Williams - - -	Actuary - - -	180 - -	300
		Edward Foster - - -	Auditor - - -	30 - -	—
Luton - - -	Bedford - - -	Henry C. Brown - - -	Treasurer - - -	- - -	500
		Thomas E. Austin - - -	Actuary - - -	50 - -	200
		T. W. Lucas - - -	Auditor - - -	7 7 -	—
Lyme Regis - - -	Dorset - - -	Herbert Williams - - -	Treasurer - - -	- - -	200
		Charles C. Benett - - -	Actuary - - -	60 - -	50
Macclesfield - - -	Chester - - -	William Carse - - -	Treasurer - - -	- - -	2,000
		William Biden - - -	Actuary - - -	120 - -	1,000
		John S. Bayley - - -	Clerk - - -	100 - -	400
		John S. Barrett - - -	Clerk - - -	36 8 -	50
		Peter Barber - - -	Auditor - - -	30 - -	50
Maidenhead - - -	Berks - - -	Charles Stephens - - -	Treasurer - - -	- - -	400
		F. T. Ward - - -	Secretary - - -	40 - -	50
		J. Ford - - -	Actuary - - -	40 - -	50
		John Ford - - -	Auditor - - -	5 - -	—
Maidstone - - -	Kent - - -	Alexander Randall - - -	Treasurer - - -	- - -	1,500
		Joseph Brown - - -	Secretary - - -	200 - -	700
		Edward Watts - - -	Assistant Secretary - - -	160 - -	500
		J. P. Josten - - -	} Auditors - - -	20 - -	100
		William Page - - -		20 - -	100
Malmesbury - - -	Wilts - - -	Thomas Luce - - -	Treasurer - - -	- - -	500
		Charles R. Luce - - -	Actuary - - -	30 - -	500
		Messrs. Grey & Prideaux - - -	Auditors - - -	10 - -	50 <i>l.</i> each.
Malton - - -	York, N. R. - - -	Robert H. Bower - - -	Treasurer - - -	- - -	1,000
		George Hardy - - -	Actuary - - -	125 - -	50
		Charles George Bond - - -	Auditor - - -	20 - -	100
Manchester - - -	Lancaster - - -	Bank of England, Manches- ter Branch.	Treasurers.	—	—
		Louis W. Andrews - - -	Actuary - - -	131 4 8	5,000
		John H. Neild - - -	Late Actuary - - -	2,000 - -	3,000
		James H. Owen - - -	Late Cashier - - -	346 13 4	1,000
		Joseph Bent - - -	Chief Cashier - - -	440 - -	1,000
		T. B. Wilkinson - - -	2nd Cashier - - -	(a) 195 16 8	600
		John W. Norcliffe - - -	Clerk - - -	33 6 8	100
		Charles P. Kendrew - - -	Clerk - - -	129 3 4	100
		J. W. Middleton - - -	Clerk - - -	130 - -	100
		John Chadfield - - -	Clerk - - -	147 10 -	100
		Edward J. Leeming - - -	Clerk - - -	120 - -	100
		William Booth - - -	Clerk - - -	55 - -	100
		H. Edwards - - -	Clerk - - -	50 - -	100
		T. Meredith - - -	Clerk - - -	50 - -	100
		Wm. J. Moffatt - - -	Clerk - - -	26 13 4	100
		Joseph Earber - - -	Professional Accountant - - -	80 - -	—
		Charles Bibby - - -	Messenger - - -	(a) 54 12 -	—
			Occasional Clerks - - -	81 6 6	—
Manningtree - - -	Essex - - -	Thomas William Nunn - - -	Treasurer - - -	- - -	200
		John W. Webber - - -	Secretary - - -	40 - -	100
		John Leger - - -	Auditor - - -	8 8 -	—
Margate - - -	Kent - - -	Francis W. Cobb - - -	Treasurer - - -	- - -	500
		William C. Brasier - - -	Secretary - - -	63 - -	200
		John Symonds - - -	Auditor - - -	10 10 -	100
Market Drayton - - -	Salop - - -	This Bank is closing.			
Marlborough - - -	Wilts - - -	William C. Merriman - - -	Treasurer - - -	- - -	1,000
		James Leader - - -	Actuary - - -	80 - -	100
		D. Ayliffe - - -	Auditor - - -	10 - -	—
		Richard Lavington - - -	Auditor - - -	10 - -	—
Marlow - - -	Bucks - - -	Lawrence W. Wethered - - -	Treasurer - - -	- - -	1,000
		William L. Ward - - -	Secretary - - -	21 - -	100
Maryport - - -	Cumberland - - -	William Ostle - - -	Treasurer - - -	- - -	500
		Joseph Mark - - -	Actuary - - -	50 - -	200
		William Hobson - - -	Auditor - - -	3 3 -	100

(a) And house.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued*.

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND— <i>continued</i> .				£. s. d.	£.
Melksham - - -	Wilts - - -	Samuel A. Sylvester - - - James Stratton - - - Arthur Gore - - - H. F. Evans - - -	Treasurers - - - Actuary - - - Auditor - - -	- - - 35 - - 5 - -	{ 100 100 100 100
Melton Mowbray -	Leicester - -	Leicestershire Banking Company Robert W. Johnson - - William Shouler - -	Treasurers - - Actuary - - Auditor - -	- - - 100 - - 22 - -	500 200 100
Middleton-in-Tees- dale.	Durham - - -	Robert Brown - - - John Hyslop - - -	Treasurer - - Secretary - -	- - - 25 - -	500 100
Middlewich - - -	Cheshire - -	Benjamin L. Vaudrey David Harding - - Clement B. Lea - -	Treasurer - - Actuary - - Auditor - -	- - - 10 - - —	1,000 300 —
Midhurst - - -	Sussex - - -	Samuel Parrish - - John Thorp - - - Charles Spring - -	Treasurer - - Actuary - - Auditor - -	- - - 40 - - 6 - -	400 100 50
Monkwearmouth -	Durham - - -	William Givens - - John Addison - - John Kirkbride - -	Treasurer - - Actuary - - Clerk - -	- - - 150 - - 80 - -	300 500 250
Monmouth - - -	Monmouth - -	Henry Gosling - - Philip E. Wanklyn - - William C. A. Williams John Wightman - -	Treasurer - - Auditor - - Actuary - - Clerk - -	- - - 10 10 - 80 - - 26 - -	1,000 100 600 50
Morpeth - - -	Northumberland	Stephen Wilkinson - - Rev. Thomas Finch - - Rev. S. B. Maughan - John Brown - - -	Treasurer - - Actuary & Sub-Treasurer Hon. Secretary - Auditor - -	- - - 120 - - — 10 - -	500 500 — 50
Nantwich - - -	Chester - - -	Edward Butterworth - Richard Martin - - E. H. Griffiths - -	Treasurer - - Secretary - - Auditor - -	- - - 100 - - 30 - -	1,000 250 200
Nether Stowey - -	Somerset - -	Rev. Benjamin Pope James Trevor - - - J. W. Williams - - W. G. Cussens - -	Treasurer - - Actuary - - Agent - - Auditor - -	- - - 50 - - 5 - - 6 - -	1,000 500 200 50
Newark-upon-Trent	Nottingham -	John Handley - - - William Horner Caparn Thomas John Caparn John Sheppard - - Eliza Harston - -	Treasurer - - Secretary - - Actuary - - Auditor - - Housekeeper - -	- - - 140 - - 90 - - 20 - - 26 - -	1,000 100 500 50 50
Newbury - - -	Berks - - -	Charles Samuel Slocock George Barnes - - - Jonathan Lawrie - -	Treasurer - - Actuary - - Porter & Doorkeeper	- - - 170 - - 5 8 -	500 250 —
Newcastle - under - Lyme.	Stafford - - -	C. Cooper - - - W. M. Howson - - -	Treasurer - - Actuary - -	- - - (a) 80 - -	1,000 250
Newcastle - upon - Tyne.	Northumberland -	Charles H. Cooke James Fletcher - - Henry Piper - - - Ralph Wood - - - John K. Davie - - George Sneath (resigned) George L. Nice - - John M. Gibson - - Robert Plummer - - Charles Smith - - George Wright - -	Treasurer - - Actuary - - Clerk - - Clerk - - Cashier - - Clerk - - Clerk - - Auditor - - Auditor - - Messenger - -	- - - 450 - - 170 - - 120 - - 100 - - 20 - - 50 - - 20 - - 50 - - 50 - - 61 18 -	1,000 1,000 300 100 300 — 100 100 250 250 10
New Mills - - -	Derby - - -	James Ingham - - - Henry Barber - - -	Treasurer - - Actuary - -	- - - 20 - -	400 100
Newnham - - -	Gloucester - -	E. O. Jones - - - John Cholditch - - Thos. H. Pike - - -	Treasurer - - Actuary - - Auditor - -	- - - 60 - - 10 10 -	500 500 100
Newport - - -	Salop - - -	John Masefield - - Charles Silvester - - John Norris - - -	Treasurer - - Accountant - - Secretary - - Auditor - -	- - - 10 10 - 100 - - 10 - -	200 — 100 50

(a) Including horse hire.

(b) Gratuity to clerks and messenger, 90%.

2.—ABSTRACT of Returns from each Savings Bank in *England and Wales, Scotland and Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND— <i>continued.</i>				£. s. d.	£.
Newport (Isle of Wight).	Southampton	W. Mollett	Treasurer	- - -	600
		W. C. Way	Secretary	129 15 8	100
		Samuel C. Warren	Auditor	12 12 -	100
Newport (late Caerleon).	Monmouth	Stephen Vernon	Treasurer	- - -	600
		James Salter	Actuary	95 - -	200
Newport Pagnell	Buckingham	Francis Bassett	Treasurer	- - -	300
		George Cooch and William Bateman Bull.	Joint Secretaries and Actuaries	70 - -	300
		Thomas Paine	Auditor	5 - -	100
Northallerton	York, N. R.	Thomas Johnson	Treasurer	- - -	1,000
		Michael Horner	Secretary	60 - -	500
		John Watson	Auditor	5 5 -	20
Northampton	Northampton	Martin Alexander Boeine	Treasurer	- - -	1,000
		Benjamin Vialls	Actuary	(a) 260 - -	1,000
		A. E. Parsons	Cashier	60 - -	500
		Thos. R. Rice	Clerk	80 - -	100
		Thos. E. Grey	Auditor	25 - -	100
Northwich	Cheshire	Joseph Woodcock	Treasurer	- - -	2,000
		William S. Bradburne	Secretary & Cashier	180 - -	2,000
		Johnson Fletcher	Auditor & Check Clerk	75 - -	500
Norwich	Norfolk	Robert J. H. Harvey	Treasurer	- - -	5,000
		The Rev. Edward Cole	Honorary Secretary	- - -	-
		Wales C. Hotson	Superintendent	300 - -	3,000
		Edward Hare	Chief Clerk & Actuary	(b) 190 - -	500
		Samuel Osborne	Clerk	145 - -	500
		W. E. English	Clerk	70 - -	250
		B. W. Corsbie	Auditor	40 - -	100
Nottingham	Nottingham	I. C. Wright	Treasurer	- - -	3,000
		William Jarman	Actuary	(a) 400 - -	1,000
		John Stevenson	Clerk	180 - -	250
		Jabez Adams	Clerk	150 - -	250
		John Bywater Smith	Clerk	100 - -	100
		Charles B. Doran	Auditor	52 10 -	100
Odiham	Southampton	John Cave	Treasurer	- - -	100
		Joseph Bartholomew	Secretary	- - -	-
		Edwin Aldridge	Actuary	12 - -	100
		John Charles Vines	Auditor	- - -	-
Oldham	Lancaster	William Blackburne	Actuary	60 - -	500
		Henry Tipping	Treasurer	- - -	500
Ormskirk	Lancaster	Henry A. Binney	Treasurer	- - -	1,000
		Henry Brighthouse	Actuary	150 - -	1,000
		Joseph Lyon	Auditor	50 - -	-
Oswestry	Salop	T. L. Longueville	Treasurer	- - -	200
		John Fox	Secretary	100 - -	400
		George Mackey	Assistant Secretary	70 - -	200
		Henry Ellis	Auditor	30 - -	50
Otley	York, W. R.	Jeremiah Garnett	Treasurer	- - -	500
		C. J. Newstead	Secretary	80 - -	500
		Peter S. Hart	Auditor	10 - -	100
Oundle	Northampton	J. W. Smith	Treasurer	- - -	500
		T. F. Shepherd	Actuary or Secretary	80 - -	300
		Stephen Richards	Agent at Thrapston	20 - -	200
		S. Watson	Auditor	10 - -	100
Oxford	Oxford	Parsons, Thomson & Co.	Treasurers	- - -	2,000
		George Brunner	Actuary	(c) 200 - -	200
		Alfred Rowley	Clerk	52 - -	50
Paddington	Middlesex	Henry M. Kemshead	Treasurer	- - -	1,000
		Fred. J. Fuller	Secretary & Weekly Auditor.	175 - -	500
		John Barrable	Actuary	110 - -	300
		Robert Ford	Clerk	90 - -	50
		G. L. Ransdale	Clerk	55 - -	50
		Albert Weston	Clerk	35 - -	50
		R. J. Frost	Clerk	25 - -	50
		Joseph Walker	Porter	20 - -	10

(a) And residence.

(b) And residence, coals, and candles.

(c) And 20 l. for gas and firing.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND— <i>continued.</i>				£. s. d.	£.
Penkridge	Stafford	J. M. Lister	Treasurer	- - -	200
		Eli Shaw	Secretary	35 - -	100
		T. S. Simkip	Auditor	5 5 -	—
Penzance	Cornwall	T. & W. Bolitho	Treasurers	- - -	1,000
		D. B. Bedford	Secretary	150 - -	400
		P. Grenfell	Assistant	100 - -	300
		J. S. Courtney	Auditors	10 - -	—
		F. Tronsson		10 - -	—
Peterborough	Northampton	William Rowell	Treasurer	- - -	500
		Frank G. Buckle	Actuary	140 - -	500
		W. H. Grey & F. G. Prideaux	Auditors	15 - -	50
		W. Pruden	Porter	15 - -	—
Petersfield	Southampton	Henry Haigh	Secretary	— - -	—
		John Small	Treasurer	- - -	200
		Gideon Duplock	Actuary	20 - -	100
		Isaac Harris	Auditor	4 4 -	—
Petworth	Sussex	Thomas Chrippes	Treasurer	- - -	200
		William Knight	Actuary	55 - -	200
		Arthur Daintrey	Clerk	50 - -	100
		J. W. Osborn	Auditor	10 - -	100
Pickering	York, N. R.	Matthew Monkhouse	Treasurer	4 - -	100
		John Simpson	Secretary	60 - -	100
		George Hardy	Auditor	10 - -	100
Pirehill Meaford	Stafford	Thomas Salt	Treasurer	- - -	700
		William Warner	Actuary	84 - -	500
		Jonas Pilling	Auditor	10 - -	100
Plymouth	Devon	Christopher Harris	Treasurer	- - -	2,000
		John A. Saunders	Actuary	250 - -	1,000
		Robert Bean	Auditor	110 - -	500
		Harry H. Tucker	Clerk	60 - -	300
Pontefract	York, W. R.	Leatham & Co.	Treasurers	- - -	500
		Abraham Hall	Secretary	180 - -	200
		Joseph Walker	Auditors	25 - -	100
		Robert D. Ryder		- - -	—
Pontypool	Monmouth	Stephen Vernon	Treasurer	- - -	500
		George Fothergill	Actuary	60 - -	200
		W. H. Bastard	Auditor	5 5 -	—
Poole	Dorset	Hugh K. Thurston	Treasurer	- - -	500
		John Adey	Clerk	55 - -	250
		Samuel C. Scott	Auditor	25 - -	100
Poplar	Middlesex	Robert Dixon	Secretary	40 - -	400
		John Poulter	Secretary	40 - -	400
		Edward Coleman	Secretary	40 - -	400
		John Wode	Auditors	15 - -	50
		W. J. R. Hughes		15 - -	50
Portsmouth	Southampton	Grant, Gillman & Long	Treasurers	- - -	2,000
		Richard W. Bradley	Actuary	(a) 250 - -	1,000
		Thomas Slade	Secretary	100 - -	500
		W. H. Grey & F. G. Prideaux	Auditors	52 10 -	200
Prescot	Lancaster	Edward Draper	Treasurer	- - -	500
		J. J. Brown	Actuary	26 - -	200
		John Preston	Auditors	8 8 -	—
Preston	Lancaster	William Hulsall		- - -	—
		William Fisher	Treasurer	- - -	2,000
		John F. Higgins	Actuary	300 - -	500
		William B. Roper	Clerk	150 - -	250
		John A. Ferguson	Clerk	115 - -	150
		John A. Forrest	Clerk	52 - -	100
		John Goodburn	Clerk	26 - -	100
Reading	Berks	H. W. Johnston	Auditor	25 - -	100
		William Blandy	Treasurer	- - -	500
		George Hawkes	Secretary & Actuary	(b) 230 - -	500
		John Egginton	Assistant Secretary	100 - -	200
		George Barnes	Auditor	30 - -	50

(a) Including house rent.

(b) And apartments.

2.—ABSTRACT of Returns from each Savings Bank in *England and Wales, Scotland and Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
				£. s. d.	£.
ENGLAND—continued.					
Redruth - -	Cornwall - -	Sir William Williams, Bart. -	Treasurer - -	- - -	500
		W. M. Grylls - - -	Actuary - -	65 - -	100
		Hugh Sims - - -	Cashier - -	65 - -	100
		Thomas Davey - - -	Clerk - - -	60 - -	100
		John Michell - - -	Auditor - -	25 - -	—
		P. Medlen - - -	Porter - - -	25 - -	—
Reigate - -	Surrey - -	George Baker - - -	Treasurer - -	- - -	200
		Robert Read - - -	Secretary - -	79 1 9	20
Retford, East - -	Nottingham - -	Henry B. W. Milner - -	Treasurer - -	- - -	1,000
		T. W. Denman - - -	Secretary - -	- - -	500
		Mary Anne Thornton - -	Actuary - -	100 - -	500
		H. Lambert and T. Ward -	Auditors - -	32 - -	200 each.
Richmond - -	Surrey - -	H. W. Pownall - - -	Treasurer - -	- - -	1,000
		James Mackay - - -	Secretary - -	170 - -	500
		William A. Fricker - - -	Auditor - -	12 12 -	100
Richmond - -	York, N. R. - -	George Roper - - -	Treasurer - -	- - -	1,000
		John Bell - - -	Actuary - -	70 - -	700
		H. C. Priestman - - -	Auditor - -	50 - -	50
Ripon - - -	York, W. R. - -	Thomas Wood - - -	Treasurer - -	- - -	1,000
		Thomas Askwith - - -	Secretary - -	100 - -	200
		John Wood - - -	Assistant ditto -	17 - -	100
		William Gatenby - - -	Auditor - -	9 9 -	30
Romford - -	Essex - -	North Surridge - - -	Cashier & Treasurer	20 - -	1,000
		Oswald Adams - - -	Actuary - -	85 - -	200
		Edward Innes - - -	Assistant Actuary -	77 - -	100
		Samuel Lovelock - - -	Auditor - -	15 15 -	100
Romsey - -	Southampton - -	William A. Footner - -	Treasurer - -	(a) - - -	500
		Christopher L. Lordan -	Actuary & Secretary	35 - -	300
Ross - - -	Hereford - -	P. S. Macdougall - - -	Treasurer - -	- - -	600
		James Smith - - -	Actuary - -	(b) 55 5 -	600
		Herbert M. Price - - -	Cashier - -	11 1 -	200
		Henry Minett - - -	Auditor - -	10 - -	200
		William Hill - - -	Porter - - -	10 - -	—
Rotherham - -	York, W. R. - -	John Goodall - - -	Treasurer - -	- - -	200
		John Barras - - -	Secretary - -	60 - -	200
		William Short - - -	Auditor - -	5 - -	—
Rotherhithe - -	Surrey - -	B. W. Lubbock - - -	Treasurer in London	- - -	500
		John R. Stranach - - -	Acting Clerk - -	- - -	—
Rugeley - -	Stafford - -	John H. Moxon - - -	Secretary - -	70 - -	500
Runcorn - -	Chester - -	John Simpson - - -	Treasurer - -	- - -	250
		William F. Salkeld - - -	Actuary - -	50 - -	250
Rye - - -	Sussex - -	John Bellingham - - -	Treasurer - -	- - -	500
		J. C. Vidler - - -	Secretary - -	105 - -	300
		George Smith - - -	Auditor - -	10 10 -	—
		James Vennall - - -	Messenger - -	1 - -	—
Saffron Walden - -	Essex - -	Gibson, Tuke & Gibson -	Treasurers - -	- - -	1,000
		W. J. J. Miller - - -	Actuary - -	100 - -	100
		George Stokes - - -	Assistant Actuary -	50 - -	100
		Simeon John King - - -	Auditor - -	10 - -	—
St. Clement Danes -	Middlesex - -	Richard Twining - - -	Treasurer - -	- - -	2,000
		Thomas P. Scrivener - -	Actuary - -	120 - -	1,000
		Frederick Cocker - - -	Clerk - - -	80 - -	500
		Charles J. Livett - - -	Clerk - - -	45 - -	250
		S. Lovelock - - -	Auditor - -	15 15 -	100
St. Helens - -	Lancaster - -	David Gamble - - -	Treasurer - -	- - -	500
		Frederick W. Wignall - -	Actuary - -	- - -	500
		Joseph Johnson - - -	Manager's Clerk -	40 - -	500
		W. M. Campbell - - -	Auditors - -	4 4 -	—
		John Hammill - - -			
St. James', Piccadilly	Middlesex - -	James Walter Weldon -	Treasurer - -	- - -	500
		W. R. B. Lee - - -	Secretary & Actuary	(c) 100 - -	500
		Frederick Green - - -	Messenger - -	5 - -	—
		James Waddell - - -	Auditor - -	8 8 -	100

(a) Allowed $\frac{1}{2}$ per cent. on investments.

(b) Sundries, 10 l. 2 s. 6 d.

(c) Nominal amount.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued*.

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND— <i>continued</i> .					
				£. s. d.	£.
St. Martin's Place -	Middlesex -	Messrs. Drummonds - -	Treasurers - -	- - -	5,000
		Edward Boodle - - -	Comptroller and Secretary.	880 - -	2,000
		Henry Lewin - - -	Auditor - -	(a) 357 10 -	500
		Robert Hy. Mitford - -	Auditor - -	(a) 357 10 -	500
		Thomas N. Scallon - -	Chief Cashier and Accountant.	400 - -	2,000
		Alfred W. Boodle - -	Cashier - -	270 - -	750
		John Biggs - - -	Cashier - -	230 - -	750
		Benjamin E. Bult - -	Cashier - -	230 - -	750
		William S. Yarrow - -	Clerk - -	200 - -	250
		John L. Dening - -	Clerk - -	180 - -	250
		Arthur Oliver - - -	Clerk - -	180 - -	250
		James Gilbert - - -	Clerk - -	170 - -	250
		William Ham - - -	Clerk - -	160 - -	250
		William E. Carrington -	Clerk - -	122 10 -	250
		Benjamin D. Holl - -	Clerk - -	122 10 -	250
		Thomas J. Pearson - -	Clerk - -	120 - -	250
		James Gill (for half a year)	Supernumerary Clerk	50 - -	250
		Thomas Hudson - - -	Messenger - -	95 - -	50
		Joseph H. Shepherd - -	Messenger - -	70 - -	50
		John W. Martin - - -	Constable - -	60 - -	50
				4,255 - -	
		Mr. Scallon, Allowance for Servant.	- - -	30 - -	-
			Supernumerary Clerks' assistance in balancing - }	162 8 -	-
				4,447 8 -	
St. Marylebone -	Middlesex -	Sir Claude E. Scott, Bart. -	Treasurer - -	- - -	5,000
		Douglas Finney - - -	Secretary and Ac- tuary (b).	640 - -	2,000
		Joshua Gliddon - - -	Auditor - -	30 - -	100
		John Commin - - -	Clerk - -	211 - -	250
		Robert W. Sheath - -	Clerk - -	179 - -	200
		Edwin Slark - - -	Clerk - -	121 - -	100
		Henry Harris - - -	Clerk - -	36 - -	-
		Alfred Searle - - -	Clerk - -	22 - -	-
		Boys - - -	Clerks - -	101 9 -	-
				(c)	
Salisbury -	Wilts -	John Pinckney - - -	Treasurer - -	- - -	1,500
		Richard M. Wilson - -	Secretary - -	160 - -	550
		John Waters - - -	Agent at Downton	(d) 40 - -	
		R. Blake - - -	Assistant Secretary	(e) 100 - -	450
		P. W. Ottaway - - -	Auditor - -	26 5 -	100
Sandbach -	Chester -	John Oakes - - -	Treasurer - -	- - -	1,000
		John Latham - - -	Actuary - -	95 - -	500
		Edward Jinks - - -	Auditor - -	10 - -	-
Saxmundham -	Suffolk -	Messrs. Gurney & Co. -	Treasurers - -	- - -	500
		Henry Southwell - -	Secretary - -	- - -	-
		Robert Flick - - -	Actuary - -	14 13 -	500
		John Sherwood - - -	Auditor - -	1 1 -	-
Scarborough -	York, N. R. -	John Woodall - - -	Treasurer - -	- - -	500
		John Stephenson - -	Secretary - -	80 - -	300
Seaham Harbour -	Durham -	John A. Woods - - -	Treasurer - -	- - -	200
		H. W. Wight - - -	Actuary - -	10 - -	-
		George Hodge - - -	Auditor - -	1 1 -	-
Settle -	York, W. R. -	John Tatham - - -	Treasurer - -	- - -	500
		John Tatham - - -	Actuary - -	140 - -	500
		C. Benson - - -	Auditor - -	20 - -	-

(a) In these amounts is included 10 per cent. deducted for Officers' Superannuation Fund.

(b) The Secretary and Actuary has been called upon to occupy that part of the house not used for the business of the Bank.

(c) Extra Clerks, gratuities to Bankers' Clerks, Servants, &c., 40*l.* 10*s.*

(d) Includes expenses at Downton.

(e) And Bank house.

2.—ABSTRACT of Returns from each Savings Bank in *England and Wales, Scotland and Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND— <i>continued.</i>					
				£. s. d.	£.
Sevenoaks - -	Kent - -	John Palmer - - -	Treasurer - - -	- - -	1,000
		H. H. Sutton - - -	Actuary - - -	60 - -	600
		F. W. Stamford - - -	Clerk - - -	10 - -	100
		William Astell - - -	Agent's Clerk - - -	3 3 -	-
		Grey & Prideaux - - -	Auditors - - -	12 - -	200
		Thomas Morgan - - -	Porter - - -	8 - -	-
Shaftesbury - -	Dorset - -	George Phillips - - -	Treasurer - - -	- - -	1,000
		Robert Swyer - - -	Actuary - - -	(a) 120 - -	1,000
		Charles E. Buckland - - -	Auditor - - -	15 - -	500
Sheffield - - -	York, W. R. - -	Samuel Bailey - - -	Treasurer - - -	- - -	1,000
		Frank Wever - - -	Actuary - - -	500 - -	1,000
		John Beckett - - -	Public Accountant - - -	40 - -	100
		William Cotterill - - -	Assistant Cashier - - -	180 - -	500
		Edwin Fretwell - - -	Clerk - - -	17 - 2	200
		Wm. F. Maxfield - - -	Clerk - - -	22 4 4	200
		Joseph John Walker - - -	Clerk - - -	35 4 2	200
		Alfred T. Eastwood - - -	Clerk - - -	59 - -	200
		William H. Heard - - -	Clerk - - -	44 14 8	200
		Albert Atkin - - -	Clerk - - -	39 - 1	200
		John Munro - - -	Clerk - - -	4 13 4	200
		Daniel Blinston - - -	Porter - - -	70 - -	100
		Superannuated Assistants during the year.		61 2 6	-
Shenstone - - -	Stafford - - -	John Mellor - - -	Treasurer - - -	- - -	200
		Thomas Tonks - - -	Secretary - - -	18 - -	30
Sherborne - - -	Dorset - - -	Thomas G. Goldsmith - - -	Treasurer - - -	- - -	1,000
		William Miller - - -	Actuary - - -	105 - -	200
		Samuel Jelfs - - -	Auditor - - -	8 8 -	50
Shipston-on-Stour - -	Worcester - - -	Rev. G. D. Wheeler - - -	Treasurer - - -	- - -	200
		Wm. Johnson - - -	Actuary - - -	(b) 40 - -	200
		William Winnal - - -	Auditor - - -	15 15 -	-
Shrewsbury - - -	Salop - - -	Rocke, Eyton & Company - - -	Treasurers - - -	- - -	2,000
		Rev. Hugh O. Wilson - - -	Treasurer to Church Stretton Branch.	- - -	300
		Folliott Sandford - - -	Superintendent - - -	200 - -	1,000
		William Blount - - -	Actuary - - -	220 - -	200
		James Heighway - - -	Actuary to Church Stretton Branch.	25 - -	50
		Andrew J. Clark - - -	Auditor - - -	35 - -	100
Sleaford - - -	Lincoln - - -	Henry Ingoldby - - -	Treasurer - - -	- - -	300
		John C. Brown - - -	Actuary - - -	115 - -	500
		Joseph Snow - - -	Auditor - - -	45 - -	100
Southampton - - -	Southampton - - -	H. S. R. Pearce - - -	Treasurer - - -	- - -	500
		C. W. A. Jellicoe - - -	Actuary - - -	(c) 135 - -	200
		James C. Gray - - -	Secretary - - -	50 - -	150
		Martin Spearing - - -	Porter - - -	(d) 20 - -	20
		W. H. Grey - - -	Auditors - - -	25 - -	100
		F. G. Prideaux - - -			100
Southport - - -	Lancaster - - -	Rev. Charles Hesketh - - -	Treasurer - - -	- - -	200
		John A. Robinson - - -	Actuary - - -	24 12 8	100
		W. B. Leeming - - -	Auditor - - -	2 10 -	20
South Shields - - -	Durham - - -	Thomas Scott - - -	Treasurer - - -	- - -	500
		R. Blagdon Dawson - - -	Actuary - - -	80 - -	400
		G. A. Tate - - -	Secretary - - -	60 - -	200
		William J. Dawson - - -	Assistant Cashier - - -	10 - -	400
		Isabella Railton - - -	Housekeeper - - -	10 - -	-
Southwark - - -	Surrey - - -	Thomas B. Simpson - - -	Treasurer - - -	- - -	2,000
		Henry C. Sims - - -	Secretary - - -	365 16 8	500
		Henry J. Haddock - - -	Cashier - - -	183 - -	1,000
		Henry C. Hill - - -	Clerk - - -	111 16 8	200
		William Turner - - -	Clerk - - -	192 - -	200
		Edward Andrew Winder - - -	Clerk - - -	110 - -	200
		R. Wilson and H. Hoole - - -	Auditors - - -	50 - -	200
		Frederic Winder - - -	Messenger - - -	(e) 65 - -	100
Southwell - - -	Nottingham - - -	John Kirkland - - -	Secretary - - -	42 - -	500
		Christopher Marriott - - -	Auditors - - -	10 - -	-
		John Howard Bradwell - - -			-

(a) With use of Savings Bank house.

(d) And use of Bank.

(b) House and fuel.

(e) With apartments at the Bank, fuel, lights, and livery.

(c) And house.

the Officers, their respective Salaries and other Allowances (if any) ; and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND— <i>continued.</i>				£. s. d.	£.
Spalding - - -	Lincoln - - -	William Garfit - - -	Treasurer - - -	- - -	500
		Benjamin Cooper - - -	Actuary - - -	80 - -	500
		T. B. Scarborough - - -	Auditors - - -	25 - -	—
		G. Ingoldby - - -			
Stafford - - -	Stafford - - -	Thomas Salt - - -	Treasurer - - -	- - -	1,000
		William Jones - - -	Secretary & Actuary (a) - - -	80 - -	150
		John Nevitt - - -	Auditor - - -	10 - -	100
Staines - - -	Middlesex - - -	Skidmore Ashby - - -	Treasurer - - -	(b) - - -	500
		James H. Mitchiner - - -	Actuary & Secretary - - -	100 - -	200
		John Anthony Engall - - -	Auditor - - -	4 4 -	100
Stalybridge - - -	Lancaster - - -	John Leech - - -	Treasurer - - -	- - -	500
		Thomas Taylor - - -	Actuary - - -	125 - -	1,000
		C. H. Nield - - -	Clerk - - -	25 - -	300
		Broome, Murray, & Co. - - -	Auditors - - -	12 12 -	—
Stamford - - -	Lincoln - - -	Edward Cayley - - -	Treasurer - - -	(c) - - -	600
		Goodliff Jeffs - - -	Secretary - - -	(d) 150 - -	100
		William Cawton - - -	Porter - - -	12 10 -	20
		James G. Desborough - - -	Auditors - - -	25 - -	100
		Cephas Wigmore - - -			
Stanhope - - -	Durham - - -	John H. Backhouse - - -	Treasurer - - -	- - -	500
		Thomas Urwin - - -	Actuary - - -	26 1 -	100
Stepney - - -	Middlesex - - -	Nathaniel J. Powell - - -	Treasurer - - -	- - -	1,000
		George Stancliff - - -	Secretary - - -	(e) 100 - -	500
		W. Jno. Clarke - - -	Actuary - - -	80 - -	500
		W. F. Cook - - -	Clerk - - -	30 - -	200
		E. Vennor Holford - - -	Accountant - - -	10 - -	100
Stockport - - -	Chester - - -	Alexander H. Shaw - - -	Treasurer - - -	- - -	1,000
		Walter Vaughan - - -	Actuary - - -	400 - -	1,000
		Richard Aspden - - -	Auditor - - -	17 7 6	300
Stockton-upon-Tees - - -	Durham - - -	Jasper Barugh - - -	Treasurer - - -	- - -	600
		Thomas P. Dickinson, jun. - - -	Secretary - - -	120 - -	200
Stoke Newington - - -	Middlesex - - -	Henry Waite - - -	Treasurer - - -	- - -	500
		Archer Simons - - -	Actuary - - -	50 - -	200
Stokesley - - -	York, N. R. - - -	James C. Sowerby - - -	Treasurer - - -	- - -	1,000
		Richard Watson - - -	Secretary - - -	50 - -	1,000
		Richard R. Burgess - - -	Auditor - - -	6 - -	—
Stourport - - -	Worcester - - -	Thomas D. Thomas - - -	Treasurer - - -	- - -	400
		Andrew Glover, jun. - - -	Actuary - - -	40 - -	400
		Henry Nicholls Payne - - -	Auditor - - -	7 7 -	100
Stow-on-the-Wold - - -	Gloucester - - -	George Pain - - -	Actuary - - -	105 - -	50
		Edward J. Richards - - -	Clerk - - -	25 - -	—
Stratford-on-Avon - - -	Warwick - - -	Charles J. Cobbins - - -	Treasurer - - -	- - -	1,000
		John S. Leaver - - -	Actuary - - -	105 - -	500
		J. S. Tompkins - - -	Check Clerk - - -	10 - -	100
		T. G. Garwood - - -	Auditor - - -	12 - -	50
Sudbury - - -	Suffolk - - -	William R. Bevan - - -	Treasurer - - -	- - -	500
		Henry S. Pratt - - -	Actuary - - -	80 - -	500
		Henry C. Canham - - -	Auditor - - -	5 5 -	200

(a) And residence.

(b) No salary, but an average balance of from 500 l. to 600 l. allowed in his hands.

(c) No emolument other than what may arise from floating balance allowed to remain in his hands.

(d) With residence at the Bank house, rent free, with an allowance for coals and gas.

(e) And house.

2.—ABSTRACT of Returns from each Savings Bank in *England and Wales, Scotland and Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND— <i>continued.</i>					
				£. s. d.	£.
Sutton Coldfield -	Warwick -	Samson Samuel Lloyd, Thomas Lloyd, and G. B. Lloyd, Birmingham. Edmund Perkins -	Treasurers - Secretary -	- - - 60 - -	500 500
Swaffham -	Norfolk -	R. J. H. Harvey, M.P. - E. W. Balders - Rev. B. Houchen - James Allen -	Treasurer - Secretary - Superintendent - Auditor -	- - - 45 - - 30 - - 4 4 -	300 200 100 100
Swindon -	Wilts -	John Mervin Prower - Digby Octavius Cotes - Richard Strange -	Treasurer - Secretary - Auditor -	- - - 75 - - 10 - -	500 250 100
Tamworth -	Stafford -	National Provincial Bank - John Hill -	Treasurers - Actuary -	- - - (a) 65 - -	600 200
Taunton -	Somerset -	Henry Badcock - Robert Arthur Kinglake - William Hutchings Chorley - Thomas Fearncombe - James Turle - William B. Butler - David P. Hewer -	Treasurer - Treasurer - Actuary - Sub-Actuary - Clerk - Auditor - Auditor -	- - - - - - (b) 350 - - 235 - - 50 - - 5 5 - 5 5 -	500 500 500 300 200 50 50
Tavistock -	Devon -	John H. Gill - Edwin Straker - John Vosper - Thomas W. Greenfield -	Treasurer - Actuary - Auditor - Auditor -	- - - 90 - - 10 - - 10 - -	1,000 400 — —
Tenbury -	Worcester -	John Cranstoun - Francis Wheatley Preston - R. Robinson -	Treasurer - Actuary - Auditor -	- - - (c) - - (d) - -	500 100 20
Tetbury -	Gloucester -	Henry G. Wood - Francis Brown - W. H. Grey - F. G. Prideaux -	Treasurer - Actuary - Auditors -	- - - 100 - - 15 - -	500 200 50 50
Tewkesbury -	Gloucester -	Thomas Appelbee - Henry Brydges -	Treasurer - Secretary -	- - - 70 - -	500 100
Thame -	Oxford -	Z. D. Hunt - William W. Scadding - W. Parker -	Treasurer - Actuary - Auditor -	- - - 37 2 2 10 - -	500 200 —
Thirsk -	York, N. R. -	Alfred Backhouse - Richard Barley - John Watson -	Treasurer - Actuary - Auditor -	- - - 100 - - 5 5 -	1,000 200 —
Thornbury -	Gloucester -	E. Harwood - Richard Scarlett - Joseph Y. Sturge - Susan Trayhurn -	Treasurer - Actuary - Auditor - Housekeeper -	- - - 70 - - 10 - - 13 - -	500 250 50 —
Trentham -	Stafford -	The Duke of Sutherland - George Fleming - William Henney - William Day Kirkby -	Treasurer - Vice-Treasurer - Auditor - Actuary -	- - - - - - 20 - - 30 - -	100 300 200 200
Trowbridge -	Wilts -	Rev. J. D. Hastings - W. B. Nightingale - George Mundy -	Treasurer - Actuary - Auditor -	- - - (e) 80 - - 15 - -	500 30 100
Truro -	Cornwall -	Robert Tweedy - Thomas Chirgwin - Stephen Holloway - John Hamilton - William Hender -	Treasurer - Actuary - Assistant Actuary - Auditor - Auditor -	- - - (a) 150 - - 100 - - 25 - - 25 - -	1,000 500 300 100 100

(a) And house.

(b) And residence valued at 30*l.* per annum.(c) At the rate of 6*l.* for every 100 depositors.(d) At the rate of 12*s.* 6*d.* for every 100 depositors.

(e) And rent and taxes.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND— <i>continued.</i>				£. s. d.	£.
Tunbridge - -	Kent - -	Sydney Alleyne - -	Treasurer - -	- - -	500
		George Stidolph - -	Actuary - -	30 - -	200
		Joseph Snelling - -	Auditor - -	3 3 -	50
Tunbridge Wells -	Kent - -	William Nash - -	Treasurer - -	- - -	300
		Robert Nash - -	Actuary - -	150 - -	200
		W. H. Delves - -	Auditor - -	20 - -	100
Tunstall - -	Stafford - -	J. C. Pearson - -	Treasurer - -	- - -	300
		William Leigh - -	Secretary - -	15 - -	100
Tynemouth - -	Northumberland	Robert Milburn - -	Treasurer - -	- - -	300
		Samuel James Tibbs - -	Secretary & Actuary	130 - -	100
		Edward Milburn - -	Auditor - -	15 15 -	—
Uckfield - -	Sussex - -	George Molineux - -	Treasurer - -	- - -	300
		Henry Jones - -	Actuary & Secretary	47 10 -	250
Ulverston - -	Lancaster - -	Lancashire Banking Company	Treasurers - -	- - -	1,000
		James Kellett Hodgson -	Secretary - -	172 12 -	1,000
		James Hodgson - -	Secretary - -	- - -	250
		John Gorrell Bigg - -	Assistant Secretary	100 - -	200
		Thos. Dickinson & Co. -	Auditors - -	20 - -	—
Upper Charlotte- Street.	Middlesex -	George R. Marten - -	Treasurer - -	- - -	2,000
		John M. Murton - -	Secretary & Actuary	250 - -	2,000
		Edwin Scholfield - -	Sub-Actuary - -	150 - -	1,000
		Edward R. Cowdrey - -	Clerk - -	55 - -	100
Upton-upon-Severn	Worcester -	Sir E. A. H. Lechmere -	Treasurer - -	- - -	500
		T. W. Walker - -	Secretary - -	45 - -	50
		T. T. Gough - -	Actuary - -	10 10 -	50
Uttoxeter - -	Stafford - -	John Hare - -	Treasurer - -	— - -	—
		Charles Wood - -	Actuary - -	50 - -	500
		Thomas Spooner - -	Auditor - -	5 5 -	—
Uxbridge - -	Middlesex -	Samuel Hull - -	Treasurer - -	- - -	1,000
		Richard Mercer - -	Secretary - -	140 - -	1,000
		Charles Webster - -	Auditor - -	40 - -	200
		Samuel H. Collins - -	Treasurer's Clerk -	5 - -	—
Wadebridge - -	Cornwall - -	Edmund Hambly - -	Treasurer - -	- - -	1,000
		John Brewer - -	Actuary - -	30 - -	200
		George Bralyn - -	Auditor - -	3 3 -	200
Wakefield - -	York, W. R. -	Edward Tew and Edward A. Leatham.	Treasurers - -	- - -	1,000
		Thomas Bolton - -	Secretary - -	60 - -	200
		John Hesling - -	Actuary - -	120 - -	200
		Henry Robinson - -	Auditor - -	25 - -	100
Wallingford - -	Berks - -	Edward Wells - -	Treasurer - -	- - -	100
		John Carthew - -	Actuary - -	60 - -	120
		Thos. A. Champion - -	Auditor - -	— - -	—
		Joseph Wilson - -	Porter - -	5 - -	—
Walsham, North -	Norfolk - -	Sir E. H. K. Lacon, Bart. -	Treasurer - -	- - -	400
		George Smith - -	Actuary - -	(a) 60 - -	100
		Henry B. Barnard - -	Auditor - -	3 3 -	25
Wantage - -	Berks - -	London and County Banking Company.	Treasurers - -	- - -	400
		Edward Ormond - -	Actuary - -	65 14 3	400
		Llewellyn Jotcham - -	Auditor - -	5 - -	—
		Joseph Warner - -	Porter - -	3 3 -	—
Wareham - -	Dorset - -	Herbert Williams - -	Treasurer - -	- - -	500
		Freeland Filliter - -	Actuary - -	80 - -	400
		John Cust - -	Auditor - -	12 - -	100
Warminster - -	Wilts - -	William Temple - -	Treasurer - -	- - -	1,000
		George Bush - -	Actuary - -	150 - -	400
		F. W. Bayly - -	Auditor - -	20 - -	200

(a) And a gratuity of 10*l.*

2.—ABSTRACT of Returns from each Savings Bank in *England and Wales, Scotland and Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND—continued.				£. s. d.	£.
Warrington - -	Lancaster - -	Thomas Parr - - -	Treasurer - - -	- - -	1,000
		Joseph Davies - - -	Actuary - - -	(a) 175 - -	2,000
		Isaac Percival - - -	Manager's Clerk - -	120 - -	500
		Robert G. Stringer - -	Ledger Clerk - -	70 - -	100
		Charles Lomax - - -	Counter Clerk - -	40 - -	100
		William Bodden Geddes -	Auditor - - -	10 - -	100
Warwick - - -	Warwick - - -	Lloyd's Banking Company -	Treasurers - - -	- - -	2,000
		William Barker Sanderson -	Actuary - - -	(b) 180 - -	200
		George Harris - - -	Assistant Clerk - -	65 - -	50
		John N. Baly - - -	Auditor - - -	20 - -	50
Watton - - -	Norfolk - - -	R. J. H. Harvey - - -	Treasurer - - -	- - -	1,000
		A. Chaston - - -	Secretary - - -	35 - -	100
		E. Cubitt - - -	Auditor - - -	4 4 - -	20
Wellington - - -	Salop. - - -	William Wyley - - -	Treasurer - - -	- - -	1,000
		George Marcy - - -	Secretary - - -	(c) 95 - -	1,000
		H. Parker - - -	Auditor - - -	20 - -	200
Wells - - -	Somerset - - -	Joseph Giles - - -	Treasurer - - -	- - -	500
		Henry William Ball - -	Secretary or Actuary -	(d) 135 15 -	500
Wenlock - - -	Salop. - - -	John Pritchard, M.P. - -	Treasurer - - -	- - -	1,000
		Henry M. Bathurst - - -	Actuary - - -	150 - -	500
		Henry Boycott - - -	Auditor - - -	20 - -	100
Wentworth - - -	York, W. R. - -	Henry Russell Potter - -	Actuary - - -	30 - -	500
West Malling - -	Kent - - -	John N. Dudlow - - -	Treasurer - - -	- - -	200
		John Viner - - -	Actuary - - -	50 - -	100
		John Leeds - - -	Auditor - - -	5 5 - -	—
Westminster (Tufton Street).	Middlesex - -	William Freeman - - -	Treasurer - - -	- - -	5,000
		Henry Poole - - -	Actuary - - -	120 - -	300
		Arthur T. Howell - - -	Cashier - - -	75 - -	500
		Henry E. Poole - - -	Clerk - - -	40 - -	100
Weymouth and Melcombe Regis.	Dorset - - -	William Eliot - - -	Treasurer - - -	- - -	1,000
		James Milledge - - -	Secretary - - -	130 - -	200
		Edward W. Cross - - -	Auditor - - -	20 - -	—
Whitby - - -	York, N. R. - -	John Chapman - - -	Treasurer - - -	- - -	1,000
		John Buchanan and George Buchanan.	Joint Secretaries - -	(e) 100 - -	500 each.
		Edward Kirby - - -	Auditor - - -	5 - -	100
		Francis Thornton - - -	Clerk - - -	20 - -	100
Whitechurch - - -	Salop. - - -	Sammel H. Parker - - -	Actuary - - -	90 - -	500
		George Wycherley - - -	Assistant Actuary - -	40 - -	200
		Charles Foulkes - - -	Auditor - - -	20 - -	100
		Jane Price - - -	Doorkeeper - - -	3 - -	—
Whitechapel - - -	Middlesex - -	Wm. Sander Higley - - -	Treasurer - - -	- - -	1,000
		Thomas Windle - - -	Treasurer - - -	- - -	1,000
		Richard Windle - - -	Secretary - - -	156 5 -	500
		George Ilsley - - -	Actuary - - -	150 - -	500
		Walter W. Wallis - - -	Clerk - - -	150 - -	200
		David Craven - - -	Cashier - - -	130 - -	500
		Richard Tilley - - -	Messenger - - -	20 16 -	—
		Richard Grace and John Wood.	Auditors - - -	21 - -	Bonds in preparation.
Whitehaven - - -	Cumberland - -	William Wilson - - -	Treasurer - - -	- - -	500
		John F. Lowes - - -	Secretary - - -	100 - -	500
		John Milligan - - -	Assistant Secretary -	50 - -	250
		Joseph Nicholson - - -	Auditor - - -	10 - -	25
		James Robertson - - -	Auditor - - -	10 - -	25

(a) With house, free of rent and taxes, coals, gas, and water.

(b) With Bank house to reside in, and 10 l. per annum for coals and gas for office use.

(c) And 15 l. per annum for use of room for Bank purposes.

(d) And residence in the Bank house.

(e) And use of part of Bank premises.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND— <i>continued.</i>				£. s. d.	£.
Wigan - - -	Lancaster - -	Henry Woodcock - - -	Treasurer - - -	- - -	500
		T. Eckersley - - -	Manager & Cashier - - -	120 - -	1,000
		William Strickland - - -	Actuary - - -	100 - -	300
		William Ascroft Byrom - - -	Clerk - - -	50 - -	200
Wimborne - - -	Dorset - - -	National and Provincial Bank	Treasurers - - -	- - -	(a) 400
		William Low - - -	Actuary - - -	80 - -	200
Winchcomb - - -	Gloucester - -	T. B. Goddard - - -	Treasurer - - -	- - -	200
		F. H. Harvey - - -	Secretary - - -	10 - -	—
Winchester - - -	Southampton - -	William W. Bulpett - - -	Treasurer - - -	- - -	1,000
		W. H. Godden - - -	Actuary - - -	120 - -	500
		James Collis - - -	Assistant Actuary - - -	(b) 30 - -	200
		E. W. Faithful - - -	Auditor - - -	20 - -	—
Windsor - - -	Berks - - -	The Viscount Kirkaldie - - -	Treasurer - - -	- - -	2,000
		C. T. Phillips - - -	Hon. Secretary - - -	—	—
		William Wright - - -	Actuary - - -	160 - -	200
		William Siddall - - -	Auditor - - -	15 15 - -	—
		Henry Wright - - -	Messenger - - -	2 12 - -	—
Wirksworth - - -	Derby - - -	Alfred Arkwright - - -	Treasurer - - -	- - -	500
		M. Peal - - -	Actuary - - -	140 - -	500
Wisbech - - -	Cambridge - -	William Peckover - - -	Treasurer - - -	- - -	600
		Joseph Adams - - -	Secretary - - -	(c) 110 - -	300
		Frederick Mills - - -	Auditor - - -	10 10 - -	—
		Anne Todd - - -	Room-keeper - - -	4 15 - -	—
		Rebecca Emery - - -	Room-keeper - - -	2 12 - -	—
Witham - - -	Essex - - -	John Bawtree, Jun. - - -	Treasurer - - -	- - -	1,000
		Rev. John Bramston - - -	Secretary - - -	—	—
		F. Speakman - - -	Actuary - - -	105 - -	400
		Benjamin Hart - - -	Late Actuary, gratuity - - -	40 - -	—
		W. S. Knight - - -	Treasurer's Clerk - - -	5 5 - -	—
		Alfred Mens - - -	Auditor - - -	15 - -	40
Wokingham - - -	Berks - - -	John Heelas, Senr. - - -	Treasurer - - -	- - -	100
		John L. Roberts - - -	Secretary - - -	60 - -	70
Woodbridge - - -	Suffolk - - -	George Moor - - -	Treasurer - - -	- - -	1,000
		Benjamin D. Gall - - -	Cashier - - -	80 - -	300
		John Loder - - -	Cashier - - -	80 - -	300
		John D. Jackson - - -	Auditor - - -	12 12 - -	—
Woodstock - - -	Oxford - - -	Jonathan Gillett - - -	Treasurer - - -	- - -	2,000
		George Pain - - -	Actuary - - -	25 - -	200
Woolwich - - -	Kent - - -	Rev. Henry Brown - - -	Joint Treasurers - - -	- - -	500
		Thomas Morgan - - -		- - -	—
		Henry Rudd - - -	Actuary - - -	90 - -	300
		John Sargent - - -	Assistant Actuary - - -	44 12 - -	200
Worcester - - -	Worcester - -	John W. Isaac - - -	Treasurer - - -	- - -	2,000
		Thomas Weston - - -	Actuary - - -	- - -	1,000
		Thomas H. Weston - - -	Clerk - - -	500 - -	200
		William Bird - - -	Clerk - - -	—	200
Workington - - -	Cumberland - -	William B. Gordon - - -	Treasurer - - -	- - -	500
		Thomas Iredale - - -	Secretary - - -	60 - -	100
		John P. Broun - - -	Auditor - - -	2 2 - -	—
Worksop - - -	Nottingham - -	Henry B. W. Milner - - -	Treasurer - - -	- - -	500
		William White - - -	Actuary - - -	111 12 - -	200
		Abraham Watson - - -	Auditor - - -	25 - -	100
Worthing - - -	Sussex - - -	Edwin Henty and Edwin Henty, Jun.	Treasurers - - -	(d) - -	—
		William Harris - - -	Clerk - - -	75 15 - -	200
		W. F. Fuller - - -	Auditor - - -	10 10 - -	—

(a) Consols, in the names of the trustees.

(b) And residence in the Bank house.

(c) And residence.

(d) 6 l. 12 s. 6 d. commission.

2.—ABSTRACT of Returns from each Savings Bank in *England* and *Wales*, *Scotland* and *Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
ENGLAND— <i>continued.</i>				£. s. d.	£.
Wotton-under-Edge	Gloucester	Anthony Adey - - -	Treasurer - - -	- - -	500
		William G. Foxwell - - -	Actuary - - -	50 - -	200
		Peter Grey - - -	Auditor - - -	4 - -	—
Wroughton	Somerset	John James - - -	Treasurer - - -	- - -	500
		John Palmer - - -	Actuary - - -	30 - -	—
Yarmouth	Norfolk	Thomas Brightwen - - -	Treasurer - - -	- - -	1,000
		Robert D. Barber - - -	Secretary - - -	(a) 336 8 -	400
		Richard Ferrier - - -	Auditor - - -	21 - -	50
Yeovil	Somerset	John R. Mayo - - -	Treasurer - - -	- - -	1,000
		H. M. Custard - - -	Actuary - - -	(b) 159 5 -	200
			Auditor - - -	10 - -	—
York	York, E. R.	John Swann - - -	Treasurer - - -	- - -	1,000
		William Routledge - - -	Secretary - - -	270 - -	500
		William Camidge - - -	Actuary - - -	150 - -	300
		William C. Cooper - - -	Clerk - - -	80 - -	100
		John Richardson - - -	Auditor - - -	42 - -	50
		John Daniel - - -	Porter - - -	(c) 25 - -	—
Yoxall and Barton	Stafford	William Worthington - - -	Treasurer - - -	- - -	1,000
		J. L. Knight - - -	Secretary - - -	37 14 1	300
		William Coxon - - -	Auditor - - -	8 3 -	—
W A L E S :					
Aberystwith	Cardigan	National Provincial Bank of England.	Treasurer - - -	—	—
		Edward L. Cole - - -	Secretary - - -	60 - -	300
		David Jones - - -	Auditor - - -	20 - -	—
Asaph, St.	Flint	Rev. William Hicks Owen -	Treasurer - - -	- - -	1,000
		Miles Ralph Partington -	Actuary - - -	80 - -	200
		John Jones - - -	Auditor - - -	8 18 -	50
Beaumaris	Anglesea	Sir R. B. W. Bulkeley, Bart.	Treasurer - - -	- - -	500
		John W. Jones - - -	Secretary - - -	25 - -	300
		T. F. Evans - - -	Actuary - - -	38 10 -	300
		Thomas Ashurst - - -	Actuary - - -	27 10 -	300
		Owen R. Ellis - - -	Actuary - - -	27 19 -	300
		W. Edwards - - -	Actuary - - -	27 4 -	300
		John Hughes - - -	Auditor - - -	50 - -	300
		H. G. Hughes - - -	Local Treasurer -	- - -	100
		Robert W. Jones - - -	Local Treasurer -	- - -	100
		John Palmer - - -	Local Treasurer -	- - -	100
		John Edwards - - -	Local Treasurer -	- - -	100
Brecon	Brecon	John Evans - - -	Treasurer - - -	- - -	200
		John Evans - - -	Actuary - - -	(d) 40 - -	200
		John Williams - - -	Auditor - - -	25 - -	200
		Thomas Price - - -	District Agents - {	10 - -	200
		Rev. William L. Bevan -		10 - -	200
Bridgend	Glamorgan	John Cole Nicholl - - -	Treasurer - - -	- - -	1,000
		William Lewellin - - -	Actuary - - -	(e) 60 - -	200
		David Jenkins - - -	Auditor - - -	(f) —	—
Caerphilly	Glamorgan	Clement Lucas - - -	Treasurer - - -	- - -	500
		George Evans - - -	Actuary - - -	—	—
Cardiff	Glamorgan	National Provincial Bank of England - - -	Treasurers - - -	- - -	500
		James E. Williams - - -		(g) 150 - -	500
		Richard Evans - - -		Auditor - - -	7 2 -
Denbigh	Denbigh	Thomas Hughes - - -	Treasurer - - -	- - -	1,000
		Eyton Williams - - -	Actuary - - -	25 - -	300
		Miles R. Partington - - -	Auditor - - -	5 - -	—

(a) Including Assistants.

(b) And a donation of 75 £.

(c) Residence, coals, and gas.

(d) And residence. The Treasurer and Actuary are two separate and distinct persons.

(e) And a gratuity, not exceeding 20 £.

(f) A gratuity of 15 £.

(g) And 40 £, towards payment of Clerks.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued*.

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
WALES— <i>continued</i> .				£. s. d.	£.
Haverfordwest	Pembroke	William Walters	Treasurer	- - -	500
		Richard James	Actuary	100 - -	100
		John Phillips	Check Clerk	26 - -	50
		Gwynne V. Harries	Auditor	10 - -	50
Holywell	Flint	The Earl of Denbigh	Treasurer	- - -	500
		James Williams	Actuary	105 - -	600
		John Jones	Auditor	14 10 9	50
Knighton	Radnor	William W. Archibald	Treasurer	- - -	400
		William Collins	Actuary	25 - -	100
		John Beckett	Auditor	2 2 -	20
Llandilo	Carmarthen	John Jones	Treasurer	- - -	200
		Thomas Parry	Actuary	60 - -	100
		John Prytherch	Cashier	10 - -	100
		Thomas Evans	Clerk	20 - -	20
Llanelly	Carmarthen	W. H. Nevill	Treasurer	- - -	500
		Hopkin Bevan	Actuary	36 - -	150
Maclor Hundred	Flint	T. H. Jones	Treasurer	- - -	500
		Edwin Wyatt	Actuary	40 - -	700
Mold	Flint	William Jones	Treasurer	- - -	200
		C. H. Leslie	Secretary	80 - -	100
		John Jones	Auditor	- - -	50
Narberth	Pembroke	William Walters	Treasurer	(a) - - -	500
		Thomas Lewis	Actuary	- - -	500
Newcastle Emlyn	Carmarthen	Sir Thos. D. Lloyd, Bart.	Treasurer	- - -	200
		John R. Davies	Actuary	44 16 2	50
Pembroke	Pembroke	William Hulm	Treasurer	- - -	500
		John Owen	Actuary	95 - -	100
		S. W. Hustler	Auditor	12 12 -	—
Pwllheli	Carnarvon	Hugh Hunter Hughes	Treasurer	- - -	200
		Robert Owen Jones	Secretary	50 - -	100
		Evan Evans and Griffith Jones	Auditors	—	—
Ruthin	Denbigh	John Jones	Actuary	50 - -	500
		Robert G. Joyce	Cashier	10 - -	500
		John Jones	Auditor	7 13 -	50
Swansea	Glamorgan	Thomas Edward Thomas	Treasurer	- - -	1,000
		Iltid Thomas	Treasurer	- - -	1,000
		Joseph W. Jones	Actuary	(b) 200 - -	500
		Francis D. Michael	Clerk	60 - -	100
		E. J. Morris	Auditor	25 - -	100
		James Williams	Doorkeeper	10 - -	—
Tenby	Pembroke	Nicholas J. Dunn	Treasurer	- - -	300
		Russell Matthias	Actuary	20 - -	100
		Thomas Rees	Auditor	2 2 -	50
Welshpool	Montgomery	Thomas Bowen	Treasurer	- - -	500
		Wm. Y. Clarke	Secretary	125 - -	500
		John Parkinson	Auditor	15 - -	50
		William Roberts	Doorkeeper	5 - -	—
Wrexham	Denbigh	John James	Treasurer	(c) 24 1 6	500
		John Bury	Actuary	105 - -	1,000
		William Jones	Auditor	17 10 -	100

(a) 5 s. per cent. on deposits and withdrawals.

(b) And a residence.

(c) Total salaries 145 £.; other allowances 78 £. 18 s. 8 d.

2.—ABSTRACT of Returns from each Savings Bank in *England and Wales, Scotland and Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
				£. s. d.	£.
SCOTLAND:					
Aberdeen - -	Aberdeen - -	David Wyllie - - -	Treasurer - - -	- - -	1,000
		Thomas Riddell - - -	Actuary and Cashier - - -	287 10 -	1,000
		C. Morris - - -	Bookkeeper - - -	165 - -	300
		Alexander Brand - - -	Auditor - - -	50 - -	Bond not ready.
		William Anderson - - -	Clerk - - -	20 - -	200
		Robert R. May - - -	Clerk - - -	15 - -	-
		C. Durry - - -	Messenger - - -	35 - -	-
Alexandria - -	Dumbarton - -	Lewis Guthrie - - -	Treasurer - - -	- - -	300
		Colin Thomson - - -	Actuary - - -	16 - -	250
Andrew's, St. - -	Fife - - -	Alexander Kyd Lindesay - - -	Treasurer - - -	- - -	250
		David Smith - - -	Actuary - - -	25 - -	250
Banff - - -	Banff - - -	Robert Duncan - - -	Treasurer - - -	- - -	-
		James Smith - - -	Actuary - - -	42 10 -	300
Brechin - - -	Forfar - - -	David Craig - - -	Treasurer - - -	- - -	150
		David Prain - - -	Actuary & Secretary - - -	35 - -	150
		John Bluck - - -	Auditor - - -	3 3 -	150
		John Mather - - -	Porter - - -	1 - -	-
Carluke - - -	Lanark - - -	James Martin - - -	Treasurer - - -	- - -	400
		William Forrest - - -	Actuary - - -	40 - -	100
		George Ferguson - - -	Auditor - - -	1 1 -	100
Castle Douglas - -	Kirkcudbright - -	Samuel Cowan - - -	Treasurer - - -	- - -	100
		Robert C. Thomson - - -	Actuary - - -	37 6 4	200
		Adam Bell - - -	Receiver of deposits at Kirkcudbright.	2 10 -	-
		John Boyes - - -	Receiver of deposits at Auchincarn.	1 5 -	-
		Andrew Clingan - - -	Receiver of deposits at Kirkpatrick.	1 5 -	-
		Robert S. Forsyth - - -	Auditor - - -	2 2 -	-
		William Lattimer - - -	Clerk - - -	1 1 -	-
Coldstream - -	Berwick - - -	William Douglas - - -	Treasurer - - -	- - -	100
		James Porteous - - -	Secretary & Actuary - - -	- - -	50
		William Hann - - -	Porter - - -	1 1 -	-
Cupar - - -	Fife - - -	William Pagan - - -	Treasurer - - -	- - -	500
		William Horsbrugh - - -	Actuary - - -	82 16 5	500
		W. E. Seath - - -	Accountant - - -	25 - -	-
		Alexander M'Kee - - -	Teller - - -	5 - -	-
		John Morton - - -	Auditor - - -	5 5 -	-
Dalkeith - - -	Edinburgh - -	J. B. Dyer - - -	Actuary - - -	70 - -	200
		H. J. Jones - - -	Clerk - - -	20 - -	50
		J. A. Brodie - - -	Auditor - - -	10 - -	50
Dundee - - -	Forfar - - -	William Thoms - - -	Treasurer - - -	- - -	200
		Robert Sturrock - - -	Actuary - - -	250 - -	1,000
		John Miln - - -	Cashier - - -	150 - -	400
		William Myles - - -	Auditor - - -	15 - -	100
			Two Clerks and an Apprentice.	99 5 -	-
Dunfermline - -	Fife - - -	Thomas Alexander - - -	Treasurer - - -	- - -	500
		John Beveridge - - -	Actuary and Cashier - - -	60 - -	500
		David Birrell - - -	Clerk - - -	40 - -	200
		Duncan Campbell - - -	Clerk - - -	25 - -	100
		T. Blair - - -	Auditor - - -	10 - -	-
		John Arnott - - -	Porter - - -	2 - -	-

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
SCOTLAND— <i>continued.</i>				£. s. d.	£.
Edinburgh - - -	Edinburgh - - -	Bank of Scotland - - -	Treasurer - - -	- - -	1,000
		Christopher Meikle - - -	Actuary - - -	475 - -	3,000
		Hamilton Hay - - -	Cashier - - -	400 - -	1,500
		William Black - - -	Assistant Cashier - - -	220 - -	750
		Robert W. Armour - - -	Accountant - - -	210 - -	200
		Archibald Macnab - - -	Clerk - - -	100 - -	200
		Alexander Kirk - - -	Clerk - - -	80 - -	200
		James Milne - - -	Clerk - - -	63 - -	200
		Archibald F. Greig - - -	Clerk - - -	25 - -	200
		Alexander Cargill - - -	Clerk - - -	25 - -	200
		David E. Young - - -	Clerk - - -	25 - -	200
		Archibald Gibson - - -	Auditor - - -	105 - -	200
		Alexander Duncan - - -	Porter - - -	52 - -	50
Elgin - - -	Elgin - - -	George Leslie - - -	Treasurer - - -	- - -	1,000
		Peter Merson - - -	- - -	- - -	500
		William Skinner - - -	} Actuaries - - -	(a) 46 11 11	500
		J. D. Murdock - - -			500
		D. Forsyth - - -	} Auditors - - -	5 5 -	100
		Alexander Morrison - - -		5 5 -	100
		4 Actuaries of the Branch Banks - - -	- - -	- - -	-
Ellon - - -	Aberdeen - - -	Wm. Ingram - - -	Porter - - -	3 - -	-
Falkirk - - -	Stirling - - -	John Davidson - - -	Actuary & Secretary - - -	8 9 10	250
		Alexander Nimmo - - -	Treasurer - - -	- - -	300
		Thomas Gentles - - -	Actuary - - -	67 - -	300
		James Hish - - -	Assistant Actuary - - -	15 - -	100
		Robert Edmiston - - -	Auditor - - -	5 - -	100
Fettercairn - - -	Kincardine - - -	James Dakers - - -	Treasurer - - -	- - -	100
		A. C. Cameron - - -	Actuary - - -	8 11 10	50
		John Macdonald - - -	Auditor - - -	- - -	-
Fordoun - - -	Kincardine - - -	John Garland - - -	Treasurer - - -	- - -	100
		Robert Crabb - - -	Actuary - - -	13 9 -	100
		A. B. Annandale - - -	Accountant - - -	3 3 -	20
Forfar - - -	Forfar - - -	George Lyon - - -	Treasurer - - -	- - -	200
		William Lowson - - -	Actuary - - -	21 - -	200
		William Shepherd - - -	Clerk - - -	1 1 -	50
		J. Yeaman - - -	Clerk - - -	1 1 -	50
		George Lowson - - -	Clerk - - -	1 1 -	50
		D. Clark - - -	Auditor - - -	5 5 -	25
Forres - - -	Elgin - - -	Thomas Davidson - - -	Treasurer - - -	- - -	500
		William Sclanders - - -	Actuary - - -	(b) 30 - -	250
		James Hamilton - - -	Auditor - - -	2 - -	-
		Robert Kynoch - - -	Auditor - - -	2 - -	-
Galashiels - - -	Roxburgh - - -	Robert Stewart - - -	Treasurer - - -	- - -	-
		John Brown - - -	Actuary - - -	47 13 4	200
		William Laidlaw - - -	Auditor - - -	1 1 -	-
Gamrie - - -	Banff - - -	Rev. James Cruden - - -	Treasurer - - -	- - -	200
		David Chalmers - - -	Actuary - - -	8 2 5	50
		A. Duncan - - -	Auditor - - -	1 1 -	-
Glasgow - - -	Lanark - - -	William Meikle - - -	Actuary and Cashier - - -	900 - -	2,000
		George S. Miller - - -	Book keeper - - -	276 - -	750
		James Drummond - - -	Auditor - - -	100 - -	500
		George H. Mackay - - -	Accountant - - -	265 12 -	800
		William M'Kim - - -	Sub-cashier - - -	313 15 -	800
		John Campbell - - -	Teller - - -	144 10 -	500
		Alexander Craven - - -	Teller - - -	153 12 -	500
		Robert H. Henry - - -	Clerk - - -	130 - -	500
		John M'Creath - - -	Clerk - - -	130 - -	300
		Hugh F. Smyth - - -	Clerk - - -	80 5 -	200
		Thomas Wilson - - -	Clerk - - -	81 - -	200
		John Urquhart - - -	Clerk - - -	82 5 -	200
		William Miller - - -	Clerk - - -	71 10 -	200
		James N. Barclay - - -	Clerk - - -	71 - -	200
		Robert W. Miller - - -	Clerk - - -	55 10 -	200
		Robert Boyd - - -	Clerk - - -	50 - -	200
		Thomas M'Clelland - - -	Clerk - - -	65 5 -	200
		Robert McCredie - - -	Clerk - - -	40 10 -	200
		William B. Malcolm - - -	Clerk - - -	25 - -	200
		Robert Corbet - - -	Junior Clerk - - -	20 - -	200
		John Irvine - - -	Porter - - -	84 3 8	-
		Temporary Assistants - - -	- - -	26 10 -	-

(a) Divided amongst the Actuaries, including those at Branch Banks.

(b) On the average.

2.—ABSTRACT of Returns from each Savings Bank in *England and Wales, Scotland and Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.	
SCOTLAND—continued.				£. s. d.	£.	
Hawick - - -	Roxburgh - -	Andrew Scott - - -	Actuary - - -	30 - -	300	
		Andrew Irvine - - -	Actuary - - -	30 - -	300	
		Wm. and Gilbert Davidson -	Treasurers - - -	- - -	300	
		Thomas Purdom - - -	Auditor - - -	5 - -	100	
Insch - - -	Aberdeen - -	Archibald Storie - - -	Treasurer - - -	- - -	100	
		Alexr. Roger, jun. - - -	Actuary - - -	5 17 -	100	
Inverness - - -	Inverness - -	John M'Tavish - - -	Treasurer - - -	- - -	250	
		John Cameron - - -	Actuary - - -	60 8 9	250	
		John Finlayson - - -	Clerk - - -	22 - 9	150	
		Donald Stephen - - -	Assistant, &c. - -	10 - -	50	
		William Macgregor - - -	Auditor - - -	6 6 -	—	
	Branch Banks:	Glenlivat - - -	Wm. M. Skinner - - -	Actuary - - -	4 4 -	150
		Kingussie - - -	Donald Macrae - - -	Actuary - - -	1 1 -	150
		Ballindalloch - - -	James Burgess - - -	Actuary - - -	3 3 -	150
		Grantown - - -	Alexander M'Dougall -	Actuary - - -	4 4 -	150
		Speymouth - - -	W. H. Thomson - - -	Actuary - - -	3 3 -	150
Inverury - - -	Aberdeen - -	Alexander Smith - - -	Treasurer - - -	- - -	200	
		Alexander Suter Maclean -	Secretary & Actuary -	(a) 32 - -	200	
Jedburgh - - -	Roxburgh - -	James Cumming - - -	Treasurer - - -	- - -	300	
		William Scott - - -	Actuary & Cashier -	80 - -	300	
		A. Turnbull - - -	Auditor - - -	5 - -	—	
		H. Thomson - - -	Paid Officer - - -	15 - -	—	
Kelso - - -	Roxburgh - -	James Douglas - - -	Treasurer - - -	- - -	300	
		James B. Kerr - - -	Actuary - - -	70 - -	300	
		A. Elliot - - -	Auditor - - -	5 5 -	100	
Kildrummy - - -	Aberdeen - -	John Christie - - -	Treasurer - - -	- - -	50	
		William Walker ^r - - -	Actuary - - -	— - -	—	
		Dougall Christie - - -	Auditor - - -	— - -	—	
Kintore - - -	Aberdeen - -	William Davidson - - -	Treasurer - - -	- - -	200	
		William Masson - - -	Actuary - - -	10 - -	200	
		James Meston - - -	Auditor - - -	3 3 -	—	
		Agnes Mackie - - -	Porter - - -	1 - -	—	
Kirkaldy - - -	Fife - - -	Samuel Davidson - - -	Actuary - - -	- - -	500	
		James Rae - - -	Secretary - - -	74 - -	100	
		Alexander Cameron - - -	Auditor - - -	20 - -	100	
Kirkintilloch - -	Dumbarton - -	James Stables - - -	Actuary - - -	10 6 1	100	
		John Crawford - - -	Secretary - - -	— - -	—	
		James Hutcheson - - -	Auditor - - -	— - -	—	
Laurencekirk - -	Kincardine - -	Rev. James M'Gowan -	Treasurer - - -	- - -	100	
		John Watson - - -	Actuary & Cashier -	(b) 5 10 8	100	
		Joseph Scott - - -	Accountant - - -	1 1 -	20	
Lennoxtown - - -	Stirling - - -	John Thomas Fleming -	Actuary - - -	9 10 6	100	
Lochmaben - - -	Dumfries - -	John Wright - - -	Treasurer - - -	- - -	100	
		James Watt - - -	Actuary - - -	1 17 10	100	
Marnoch - - -	Banff - - -	William Allan - - -	Treasurer - - -	— - -	—	
		Robert Nicol - - -	Actuary - - -	4 4 3	200	
Montrose - - -	Forfar - - -	Charles Burness - - -	Treasurer - - -	- - -	200	
		James Mudie - - -	Actuary - - -	110 - -	300	
		David Murison - - -	Bookkeeper - - -	20 - -	150	
		John Grey - - -	Clerk - - -	5 - -	100	
		Robert Hector - - -	Auditor - - -	10 - -	100	
Nairn - - -	Nairn - - -	John Malcolm - - -	Treasurer - - -	- - -	200	
		Peter M'Dougall - - -	Actuary & Secretary -	17 4 6	200	
		Alexander M. Anderson -	Clerk to Actuary -	10 - -	—	
		Peter Falconer - - -	Auditor - - -	3 3 -	—	
New Deer - - -	Aberdeen - -	Alexander Joiner - - -	Treasurer - - -	- - -	100	
		Alexander Greig - - -	Actuary - - -	20 - -	100	

(a) The Actuary's salary to be considered nominal.

(b) 20 l., should the profits afford it.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
SCOTLAND— <i>continued.</i>				£. s. d.	£.
Newhaven - -	Edinburgh -	Alexander Crombie - - Penelope Ramsay - - James Gardiner - -	Secretary - - Cashier and Actuary (a) - - Auditor - -	- - - - - - - - -	- 100 -
Paisley - - -	Renfrew - -	William Abercrombie - - John M'Gown - - - W. Graham - - - W. M. Anderson - - Thomas Risk - - -	Treasurer - - Actuary - - - Clerk - - - Clerk - - - Auditor - - -	- - - - - - 225 - - - - - 20 - -	500 500 100 100 50
Perth - - -	Perth - - -	Melville Jameson - - W. A. Barclay - - - John M'Leish - - - G. C. Roy - - - John Cameron - - -	Actuary and Cashier - - Accountant, &c. - - Auditor - - - Check Clerks - - - - -	41 13 4 26 13 4 5 - - 5 16 8 4 3 4	1,000 100 100 50 50
Portree - - -	Isle of Skye -	Harry Macdonald - - James Forsyth - - -	Treasurer - - Actuary - - -	- - - 10 - -	- - Personal bond against loss.
Rothsay - - -	Bute - - -	John Wilson - - - Archibald Brown - - William Brown - - - Alexander Brown - -	Treasurer - - Actuary - - - Clerk - - - Clerk - - -	- - - - - - 89 1 5 - - -	300 200 20 20
Selkirk - - -	Selkirk - - -	James Murray - - - Robert Paton - - -	Cashier - - - Secretary - - -	40 - - - - -	200 -
Stirling - - -	Stirling - - -	James Morrison - - - James M. Morrison - - Peter M'Intyre - - -	Treasurer - - Actuary - - - Clerk - - -	- - - 90 13 5 20 - -	500 500 200
Stonehaven - -	Kincardine -	James Tindal - - - Alexander Silver - - -	Treasurer - - Cashier and Actuary - -	- - - 60 - -	500 500
Tain - - -	Ross - - -	Kenneth Murray - - Hugh Murray - - - Harry M. Taylor - -	Treasurer - - Actuary - - - Secretary - - -	- - - 30 - - - - -	500 500 -
Thornhill - - -	Dumfries - -	David Crichton - - - William Austin - - - William Phillips - - Alexander Hewisson -	Treasurer - - Actuary and Cashier - - Secretary - - - Auditor - - -	- - - 35 - - 6 - - 7 10 10	250 500 50 50
Thurso - - -	Caithness - -	John Henderson - - Alexander Coghill - -	Treasurer - - Actuary - - -	- - - 16 15 1	300 200
Wick - - -	Caithness - -	Alexander Wares - - William Waters - - - David Leith - - - William Miller, jun. -	Treasurer - - Actuary - - - Clerk - - - Auditor - - -	- - - 50 - - 20 - - 4 - -	500 300 200 200

(a) 5*l.* for travelling expenses.

2.—ABSTRACT of Returns from each Savings Bank in *England and Wales, Scotland and Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
I R E L A N D:				£. s. d.	£.
Abbeyleix - -	Queen's County -	Viscount De Vesci - - E. L. Swan - - Stanley Dobbs - - Oliver Mills - -	Treasurer - - Cashier - - Actuary - - Auditor - -	- - - 24 11 - 11 18 - 9 - -	400 1,000 100 —
Ardee - - -	Louth - - -	William Hatch - - Thomas Callan, jun. - - John Corry - -	Treasurer - - Actuary - - Auditor (<i>pro tem.</i>) - -	- - - 50 - - 7 10 -	500 1,000 —
Armagh - - -	Armagh - - -	William Paton - - B. P. Davidson - - Thomas Smith - - Edward Parkinson - - Samuel Best - -	Treasurer - - Auditor - - Actuary - - Clerk - - Porter - -	- - - 40 - - (a) 140 - - 30 - - 15 - -	1,000 200 1,000 200 —
Ballinasloe - -	Galway - - -	Bank of Ireland - - Wm. Hy. Burke - - Joseph Sharpe - -	Treasurer - - Auditor - - Secretary - -	— 4 4 - 15 - -	— — 300
Baltinglass - -	Wicklow - - -	S. M. Douglas - - Peter Douglas - - Wm. F. Seymour - -	Treasurer - - Actuary - - Auditor - -	- - - 20 - - 2 - -	250 100 100
Bandon - - -	Cork - - -	John Sullivan - - Henry B. Leonard - - Robert F. Houston - -	Secretary - - Cashier - - Auditor - -	29 3 2 14 11 8 6 - -	1,000 500 100
Belfast - - -	Antrim - - -	James T. Bristow - - John Borthwick - - Thomas M. Tripp - - William Drean - - William Hartley - - Alexander Deans - -	Treasurer - - Secretary - - Resident Manager - - Clerk - - Auditor - - Messenger - -	- - - — (b) 235 - - 100 - - 125 - - 31 4 -	2,000 — 1,500 750 500 100
Boyle - - -	Roscommon - -	Caleb Robertson - - Joseph N. Lawrence - - Stephen Lawrence - - J. Kidd - -	Treasurer - - Cashier - - Actuary - - Auditor - -	- - - 50 - - 100 - - 25 - -	300 100 200 —
Cashel - - -	Tipperary - -	National Bank - - John D. White - - Rev. H. Baker - -	Treasurer - - Actuary - - Auditor - -	— 10 - - 5 - -	— 300 —
Castlebar - - -	Mayo - - -	John C. Larminie - - H. C. Larminie - -	Acting Treasurer - - Secretary - -	- - - —	500 —
Castleknoek - -	Dublin - - -	Henry J. M'Farlane - - Ellen Bentley - -	Treasurer - - Clerk - -	- - - (c) 7 - -	100 20
Castlepollard - -	Westmeath - -	William Pollard-Urquhart - - Thomas M. Riggs - - Charles Dobbin - - Messrs. Stewart and Kincaid - - Thomas Riggs - - Jane Nixon - -	Treasurer - - Deputy Treasurer - - Secretary - - Agents - - Auditor - - Porter - -	- - - — 54 12 - 25 - - 15 - - 2 - -	500 500 100 — 200 —

(a) House, fuel, and light.

(b) And house.

(c) And house and garden.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued.*

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
IRELAND— <i>continued.</i>					
				£. s. d.	£.
Cavan - - -	Cavan - -	William Johnston - -	Treasurer - -	- - -	100
		William Moore Brice - -	Actuary - -	20 - -	100
		Rev. J. C. Moore - -	Auditor - -	12 10 -	—
		John Elliott - -	Clerk - -	30 - -	100
Celbridge - - -	Kildare - -	Bank of Ireland - -	Treasurers - -	— - -	—
		John Maunsell - -	Treasurer & Actuary - -	- - -	100
		Henry Crawford - -	Clerk - -	25 - -	50
		James Lambert - -	Auditor - -	— - -	—
		John Ford - -	Porter - -	2 - -	—
Clogher - - -	Tyrone - -	F. J. Gervais, J. P. - -	Treasurer - -	- - -	200
		Thomas Richey - -	Secretary - -	30 - -	100
		Rev. C. Maginniss - -	Auditor - -	15 - -	100
Clonmel - - -	Tipperary - -	P. R. Banfield - -	Actuary - -	80 - -	500
		Robert Bell - -	Assistant Actuary - -	50 - -	200
		William Lanphier - -	Auditor - -	20 - -	—
		Joanna Farrell - -	Porter - -	10 - -	—
Coleraine - - -	Londonderry - -	J. H. Macaulay, Manager of the Northern Bank, Coleraine.	Treasurer - -	- - -	(a)
		John Canning - -	Secretary - -	80 - -	200
		W. Eccles - -	Clerk - -	40 - -	100
		J. B. Greaves - -	Auditor - -	25 - -	100
		Robert Matthews - -	Porter - -	10 - -	—
Cookstown - - -	Tyrone - -	John M. Weir - -	Treasurer - -	- - -	300
		H. B. Wilson - -	Actuary - -	20 - -	100
		Joseph M'Cormick - -	Auditor - -	6 - -	—
		Clarke Moore (deceased) - -	Clerk - -	5 - -	—
Cork - - -	Cork - -	John F. Harvey - -	Secretary - -	(b) 203 7 -	2,000
		Jonathan M. Good - -	Bookkeeper - -	116 18 -	500
		Lewis Jones - -	Assistant Bookkeeper - -	101 14 -	500
		George Ridings - -	Cashier - -	106 15 -	1,000
		Archibald D. Craig - -	Cashier - -	106 15 -	1,000
		Dawson Harvey - -	Clerk - -	64 7 8	500
		Denis C. Newsom (resigned) - -	Clerk - -	28 16 -	—
		Henry C. Cave - -	Clerk - -	13 11 -	500
		Henry Dale - -	Auditor - -	81 7 -	500
		William Roberts - -	Porter - -	46 16 -	50
Drogheda - - -	Louth - -	B. Clifton - -	Actuary - -	125 - -	1,000
		John Rowland - -	Cashier - -	25 - -	200
		Margaret Daly - -	Clerk - -	50 - -	100
		John Gilmer - -	Auditor - -	20 - -	200
Dublin, Meath-street and Abbey-street.	Dublin - -	Robert W. Jones - -	Actuary - -	312 - -	1,500
		Robert Montgomery - -	Cashier - -	252 - -	1,000
		Samuel Hinton - -	Cashier - -	216 - -	1,000
		George H. Montgomery - -	Cashier - -	120 - -	500
		James I. Macalister - -	Cashier - -	120 - -	500
		John Kidd - -	Auditor - -	72 10 -	500
		F. W. Crotty - -	Clerk - -	60 - -	500
		H. E. Stokes - -	Clerk - -	20 - -	100
		John Rowley - -	Porter - -	67 12 -	100
Dundalk - - -	Louth - -	Edward L. Lloyd - -	Secretary - -	33 15 -	100
		James J. Joyce - -	Auditor - -	5 5 -	—
		Ann Gray - -	Housekeeper - -	2 - -	—
Dungannon - - -	Tyrone - -	J. Irwin - -	Actuary - -	50 - -	500
		W. M. Carpendale - -	Auditor - -	25 - -	50
		Clarke Moore - -	Clerk - -	5 - -	20
Ennis - - -	Clare - -	Charles Mahon - -	Treasurer - -	- - -	500
		Marcus Talbot - -	Secretary - -	(c) - - -	250
		John Mahon - -	Cashier - -	25 - -	150
		Rev. Thomas Warren - -	Auditor - -	10 - -	100

(a) Letter of guarantee from the Directors of the Northern Banking Company, Belfast.

(b) Residence on the premises.

(c) And 25 l. for clerks.

2.—ABSTRACT of Returns from each Savings Bank in *England and Wales, Scotland and Ireland*, showing the Names of

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
IRELAND—continued.				£. s. d.	£.
Enniskillen - - -	Fermanagh - -	Provincial Bank of Ireland - Samuel Frith - - - D. Wilkin - - - John J. Lunham - - - William Ball - - - William Gibson - - -	Treasurer - - Secretary - - Actuary - - Auditor - - Clerk - - Housekeeper - -	- 80 - - 80 - - 30 - - 25 - - 10 - -	- 400 400 100 100 50
Fermoy - - -	Cork - -	Edward Murray Dacre - John Land - - -	Actuary - - Auditor - -	75 - - 6 - -	500 100
Gracehill - - -	Antrim - -	Rev. George H. Moxon - John Raphael, jun. - - Frederick Albert Mathews -	Treasurer - - Actuary - - Auditor - -	- - - 23 - - 4 - -	500 500 —
Hillsborough - -	Down - -	F. Filgate - - - W. B. Mant - - - H. B. St. George - - J. A. Vaughan - - -	Treasurer - - Secretary - - Actuary - - Auditor - -	- - - — 50 - - 12 10 -	500 — 500 100
Kells - - -	Meath - -	R. C. Wade - - - Emma Colston - - - Thomas Ryan - - - John Christie - - -	Treasurer - - Cashier - - Secretary or Actuary - Auditor - -	- - - 50 - - 30 - - 4 - -	300 1,000 200 —
Kilkenny - - -	Kilkenny - -	Edmond Smithwick - - John Morris - - - Kyran Dea (now dead) - Patrick Dea - - - Michael Potter - - -	Treasurer - - Secretary - - Assistant Secretary and Cashier. Assistant Secretary Auditor - -	(a) 12 - - 10 - - 4 14 - 2 10 -	500 300 200 100 100
Limerick - - -	Limerick - -	Joseph T. Seymour - - John Seymour - - - William R. Unthank - - John Hill - - - M. Henson - - -	Secretary - - Bookkeeper - - Auditor - - Clerk - - Porter - -	101 13 4 111 16 8 61 - - 60 15 - 50 - -	1,000 400 400 400 —
Londonderry - -	Londonderry -	Belfast Banking Company - Archibald M'Corkell - - James Skipton - - - W. Glendinning - - - W. M'Corkell - - - George Quigley - - -	Treasurer - - Actuary - - Clerk - - Auditor - - Assistant Cashier - Porter - -	- 80 - - 30 - - 25 - - 15 - - 5 - -	— 300 200 200 200 —
Monaghan - - -	Monaghan - -	Provincial Bank - - Rev. John Bleckley - - Harry Rogers - - - J. S. Mitchell - - -	Treasurer - - Comptroller - - Actuary - - Auditor - -	- 25 - - 60 - - 20 - -	— 200 500 200
Navan - - -	Meath - -	Thomas Fitzherbert - - William Morgan - - - William Legge - - - Henry Hamilton - - -	Treasurer - - Acting Treasurer - Actuary - - Auditor - -	- - - — 20 - - 1 - -	100 — 100 —
Newry - - -	Down - -	G. M. Cruikin - - - Arch. Little - - - W. Murphy - - -	Actuary - - Auditor - - Porter - -	70 - - 25 - - 5 - -	500 200 50
Newtown-Limavady	Londonderry -	Rev. George W. Stuart - Victor G. Lynch - - -	Treasurer - - Actuary - -	- - - 40 - -	500 200
Parsonstown - -	King's County -	Rev. M. M'Causland - - Robt. Neville - - - Simpson H. Brereton - -	Treasurer - - Actuary - - Auditor - -	- - - 100 - - 20 - -	300 50 50
Portarlington - -	Queen's County -	William Phillip - - - Z. Henderson - - - William Bloney - - - Michael William Hanlon -	Treasurer - - Actuary - - Porter - - Auditor - -	- - - 36 - - 8 - - 20 - -	100 50 — —
Roscrea - - -	Tipperary - -	William Allen - - - William Egar - - - William H. Rudd - - -	Treasurer - - Actuary - - Auditor - -	- 35 - - 5 - -	— 300 —

(a) Allowances, 22 l. 4 s.

the Officers, their respective Salaries and other Allowances (if any); and the Amount of Security each gives—*continued*.

SAVINGS BANKS.	COUNTY.	NAMES OF OFFICERS.	DESIGNATION of OFFICERS.	SALARIES and Other Allowances.	Amount of Security.
IRELAND— <i>continued</i> .					
				£. s. d.	£.
Sligo - - -	Sligo - - -	Vernon Davys - - -	Actuary - - -	30 - -	400
		Roger D. Robinson - - -	Auditor - - -	10 - -	200
Thurles - - -	Tipperary - - -	M. Quinlan - - -	Actuary - - -	40 - -	100
		C. Johnston - - -	Auditor - - -	10 - -	200
Tullamore - - -	King's County - - -	John Peirce - - -	Treasurer - - -	- - -	-
		John A. Bradley - - -	Actuary - - -	- - -	100
		William Reynolds - - -	Porter - - -	- - -	-
Warrenpoint - - -	Down - - -	James M'Farland - - -	Treasurer - - -	- - -	500
		James Swann - - -	Actuary - - -	30 - -	200
		John Armstrong - - -	Auditor - - -	8 - -	-
Waterford - - -	Waterford - - -	Provincial Bank of Ireland - - -	Treasurer - - -	- - -	-
		John Murphy - - -	Auditor and General Superintendent.	60 - -	300
		Matthew W. Biggs - - -	Actuary - - -	100 - -	500
		William Rea - - -	Assistant - - -	22 - -	100
		Trevor T. Lannigan - - -	Assistant - - -	45 10 - -	100
		Edmd. Power - - -	Assistant - - -	29 - -	100
		William Hearn - - -	Assistant - - -	20 - -	100
		John Kendrick - - -	Resident Porter - - -	20 - -	50
Wexford - - -	Wexford - - -	Bank of Ireland - - -	Treasurers - - -	- - -	-
		Nathaniel Sparrow - - -	Secretary - - -	30 - -	300
		J. T. Tanner - - -	Actuary - - -	30 - -	300
		Benjamin Allen - - -	Auditor - - -	16 - -	-
Youghal - - -	Cork - - -	Provincial Bank of Ireland - - -	Treasurers - - -	- - -	-
		F. W. Smith - - -	Secretary - - -	50 - -	500
		Henry Browne - - -	Assistant Secretary - - -	15 - -	200
		A. Miller - - -	Auditor - - -	15 - -	200

ISLANDS IN THE BRITISH SEAS:

Guernsey - - -	- - -	Joseph Collings - - -	Treasurer - - -	- - -	400
		Amice Le Cocq - - -	Actuary - - -	400 - -	500
		C. Vancour - - -	Auditor - - -	100 - -	200
Jersey - - -	- - -	Peter Hemery - - -	Treasurer - - -	- - -	1,000
		John Sorel - - -	Actuary - - -	360 - -	500
		Daniel Jones Janvrin - - -	Clerk - - -	200 - -	300
		Francis Elias Bertram - - -	Clerk - - -	160 - -	300
		E. G. Marett - - -	Auditor - - -	25 - -	100

RETURN showing the Year in which Business Commenced in each Bank, and the Name of the Day or Days, and the Number of Hours in the Week on which the Bank is Open for the Deposit and Withdrawal of Money.

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
E N G L A N D.			
BEDFORDSHIRE :			
Amphill - - - - -	1824	Thursday - - - - -	1½
Bedford - - - - -	1816	Wednesday and Saturday - - - - -	6
Biggleswade - - - - -	1816	Monday and Saturday - - - - -	7
Luton - - - - -	1839	Monday - - - - -	1
BERKS :			
Abingdon - - - - -	1820	(a) Monday - - - - -	2
Faringdon - - - - -	1818	Monday - - - - -	1
Hungerford - - - - -	1818	Wednesday - - - - -	1½
Maidenhead - - - - -	1816	1st and 3rd Tuesday in each month.	2 fortnightly.
Newbury - - - - -	1817	Monday and Thursday - - - - -	5
Reading - - - - -	1817	Monday, Wednesday, and Saturday.	6
Wallingford - - - - -	1843	Monday and Friday - - - - -	3
Wantage - - - - -	1818	Wednesday - - - - -	1
Windsor - - - - -	1816	Monday - - - - -	2
Wokingham - - - - -	1818	Monday - - - - -	2
BUCKS :			
Aylesbury - - - - -	1818	Wednesday - - - - -	1
Buckingham - - - - -	1818	Monday - - - - -	2
Marlow - - - - -	1851	2nd and 4th Saturdays in every month.	1 each bank day.
High Wycombe - - - - -	1818	Two days in the week - - - - -	8
Newport Pagnell - - - - -	1818	Saturday - - - - -	1
CAMBRIDGE :			
Cambridge - - - - -	1817	Saturday and Wednesday, except for a few weeks in the summer, at Cambridge; Saturday and Tuesday at Newmarket, except during summer; then fortnightly.	17 each week in December and January, and an average of 10 hours the remainder of the year.
Cambridge (Penny) - - - - -	1860	Saturday - - - - -	1½
Ely - - - - -	1839	Thursday - - - - -	2
Wisbech - - - - -	1818	Wednesday, Friday, and Saturday.	21
CHESTER :			
Birkenhead - - - - -	1839	Wednesday and Saturday - - - - -	3
Chester - - - - -	1817	Monday, Wednesday, and Saturday.	5
Congleton - - - - -	1819	Monday and Saturday - - - - -	3
Frodsham - - - - -	1822	Thursday - - - - -	1
Hyde - - - - -	1860	Saturday - - - - -	2
Knutsford - - - - -	1818	Saturday - - - - -	2 to 4
Macclesfield - - - - -	1817	Tuesday and Saturday - - - - -	9
Middlewich - - - - -	1857	Tuesday - - - - -	2
Nantwich - - - - -	1817	Monday - - - - -	2
Northwich - - - - -	1818	Friday and Saturday - - - - -	4
Runcorn - - - - -	1842	Wednesday and Saturday - - - - -	4½
Sandbach - - - - -	1819	1st and 2nd Thursday and last two Saturdays in each month.	2 each Thursday. 1 each Saturday.
Stockport - - - - -	1824	Monday, Friday, and Saturday - - - - -	11

(a) Also open for 1 hour on the 2nd Thursday in each month.

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
ENGLAND—continued.			
CORNWALL:			
Camborne - - - - -	1860	Saturday - - - - -	2
Falmouth - - - - -	1817	Thursday - - - - -	3
Helston - - - - -	1818	Wednesday - - - - -	3
Launceston - - - - -	1818	Friday and Saturday - - - - -	4
Liskeard - - - - -	1818	Saturday - - - - -	3
Penzance - - - - -	1818	Thursday - - - - -	2 (a)
Redruth - - - - -	1818	Friday - - - - -	1 hour on alternate Fri- days for receipts, and 3 hours on the other Fridays for payments and deposits.
Truro - - - - -	1818	At Truro Wednesday and Satur- day, in each week; at St. Agnes 1st Thursday in each month.	6 hours at Truro in Jan.; 4 hours the rest of the year; 2 hours monthly at St. Agnes.
Wadebridge - - - - -	1838	Friday - - - - -	2
CUMBERLAND:			
Alston - - - - -	1825	Every alternate Saturday - - - - -	1 each bank day.
Carlisle - - - - -	1818	Every Saturday - - - - -	} - 10
Penrith - - - - -	-	Fortnightly, Tuesday - - - - -	
Wigton - - - - -	-	Ditto - Tuesday - - - - -	
Brampton - - - - -	-	Ditto - Wednesday - - - - -	
Morland - - - - -	-	Monthly, Monday - - - - -	
Orton - - - - -	-	Ditto Wednesday - - - - -	} - 1
Longtown ditto - - - - -	-	Ditto Thursday - - - - -	
Cockermouth - - - - -	1818	Saturday - - - - -	2
Keswick - - - - -	1818	Saturday - - - - -	1
Maryport - - - - -	1842	Tuesday - - - - -	3
Whitehaven - - - - -	1818	Thursday and Saturday - - - - -	About 1½
Workington - - - - -	1827	Saturday - - - - -	
DERBY:			
Alfreton - - - - -	1845	Friday - - - - -	1
Ashbourn - - - - -	1818	Saturday - - - - -	1
Bakewell - - - - -	1818	Monday - - - - -	4 to 6
Belper - - - - -	1818	Saturday - - - - -	1½
Buxton - - - - -	1857	Saturday - - - - -	1
Chapel-en-le-Frith - - - - -	1841	Thursday - - - - -	3
Chesterfield - - - - -	1816	Monday and Saturday - - - - -	3
Derby - - - - -	1818	Monday, Friday, and Saturday - - - - -	4
Eckington - - - - -	1846	Wednesday - - - - -	2
Glossop - - - - -	1843	Saturday - - - - -	2
New Mills - - - - -	1859	Saturday - - - - -	2
Wirksworth - - - - -	1818	Tuesday - - - - -	2
DEVON:			
Devonport (Union) - - - - -	1818	Monday, Tuesday, Thursday, Friday, and Saturday.	22
Ditto Royal Naval Annuitant and Naval	1831	Tuesday and Saturday - - - - -	4
Ditto Dockyard - - - - -	1817	Monday and Wednesday - - - - -	3
Exeter - - - - -	1815	Daily - - - - -	38
Plymouth - - - - -	1837	Each day except Wednesday - - - - -	15
Tavistock - - - - -	1816	Friday and Saturday - - - - -	5
DORSET:			
Blandford Forum - - - - -	1818	Wednesday and Saturday - - - - -	4
Bridport - - - - -	1817	Wednesday - - - - -	3 to 5
Dorchester - - - - -	1818	Saturday - - - - -	3
Lyme Regis - - - - -	1819	Friday - - - - -	2
Poole - - - - -	1818	Monday - - - - -	2½
Shaftesbury - - - - -	1817	Saturday - - - - -	5
Sherborne - - - - -	1818	Wednesday and Thursday - - - - -	3
Wareham - - - - -	1818	Tuesday - - - - -	1
Weymouth - - - - -	1837	Monday and Friday - - - - -	4
Wimborne - - - - -	1818	Friday - - - - -	2

(a) In January and July, six hours.

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
ENGLAND—continued.			
DURHAM:			
Barnard Castle - - - - -	1816	Wednesday and Saturday - - - - -	2
Bishop Auckland - - - - -	1816	Thursday - - - - -	1 to 3
Chester-le-Street - - - - -	1841	Monday - - - - -	1
Darlington - - - - -	1837	Monday and Saturday - - - - -	4
Durham - - - - -	1816	Saturday - - - - -	3
Lanchester - - - - -	1818	1st Monday in each month - - - - -	1 for 10 months, and 2 for 2 months.
Monkwearmouth - - - - -	1824	Saturday - - - - -	5
Seaham Harbour - - - - -	1856	Saturday - - - - -	1
South Shields - - - - -	1817	Monday and Saturday - - - - -	2
Stanhope - - - - -	1821	2nd and last Friday in each month - - - - -	2 to 3 fortnightly.
Stockton-upon-Tees - - - - -	1816	Wednesday - - - - -	1
ESSEX:			
Barking - - - - -	1818	Tuesday and Thursday - - - - -	2
Chelmsford - - - - -	1817	Each Friday - - - - -	3
		1st Wednesday in each month - - - - -	2 each bank day.
Colchester - - - - -	1817	And Maldon the 1st and 3rd Tuesday in each month. - - - - -	2 each bank day.
		Friday and Saturday - - - - -	4
Dunmow - - - - -	1818	1st and 3rd Tuesday in every month. - - - - -	8 monthly.
Harwich - - - - -	1818	1st Tuesday in each month - - - - -	2 monthly.
Hinckford - - - - -	1817	Alternate Tuesdays - - - - -	3 each day.
Leyton - - - - -	1829	Saturday - - - - -	1½
Manningtree - - - - -	1816	1st and 3rd Monday in each month. - - - - -	1 each bank day.
Romford - - - - -	1817	Wednesday - - - - -	2
Saffron Walden - - - - -	1817	Friday - - - - -	2
Witham - - - - -	1817	Tuesday; on the 1st and 2nd Tuesdays after 20 May and 20 Nov. 4 hours each day. - - - - -	3
GLOUCESTER:			
Bristol - - - - -	1812	Wednesday, Thursday, and Satur- day. - - - - -	7
Cainscross - - - - -	1817	Monday - - - - -	3
Cheltenham - - - - -	1818	Tuesday, Thursday, and Saturday - - - - -	9
Cirencester - - - - -	1817	Monday, Tuesday, and Friday - - - - -	6
Dursley - - - - -	1817	Thursday - - - - -	2
Gloucester - - - - -	1818	Monday - - - - -	3
Kingswood - - - - -	1816	Last Tuesday in every month - - - - -	3 to 3½ each bank day.
Newnham - - - - -	1817	Monday - - - - -	2
Stow-on-the-Wold - - - - -	1816	Thursday (a) - - - - -	5
Tetbury - - - - -	1817	Wednesday - - - - -	2
Tewkesbury - - - - -	1818	Monday - - - - -	2
Thornbury - - - - -	1818	Monday - - - - -	3
Winchcomb - - - - -	1840	Saturday - - - - -	1
Wotton-under-Edge - - - - -	1839	Friday - - - - -	6 (for all business).
HEREFORD:			
Bromyard - - - - -	This Bank is closing.		
Hereford - - - - -	1816	Every day for receipts; and Monday, Wednesday, and Saturday for withdrawals. - - - - -	26
Kington - - - - -	1837	Tuesday (b) - - - - -	2
Ledbury - - - - -	1821	Tuesday - - - - -	4 to 5
Leominster - - - - -	1816	Tuesday and Friday - - - - -	4
Ross - - - - -	1816	Thursday and Saturday - - - - -	3

(a) With the addition of 4 fair days.

(b) And Whit Monday 2 hours.

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
ENGLAND— <i>continued.</i>			
HERTS:			
Bishop Stortford - - - -	1846	Thursday - - - -	2
Hemel Hempstead - - - -	1818	Alternate Thursday - - -	1 fortnightly.
Hertford - - - - -	1836	Wednesday - - - - -	2
Hitchin - - - - -	1815	Tuesday - - - - -	1
KENT:			
Ashford - - - - -	1816	Tuesday and Saturday - - -	3
Chatham - - - - -	1816	Monday, Tuesday, Thursday, and Saturday.	24
Deal - - - - -	1826	Saturday - - - - -	1
Dover - - - - -	1825	Saturday - - - - -	5
Faversham - - - - -	1816	Saturday - - - - -	2 to 3
		And at Sittingbourne Branch on alternate Wednesdays.	1½
Folkestone - - - - -	1853	Saturday - - - - -	2
Gravesend - - - - -	1818	Monday and Saturday - - -	4
Hawkhurst - - - - -	1821	Monday - - - - -	1
Hythe - - - - -	1821	Thursday - - - - -	5
Maidstone - - - - -	1822	Tuesday, Thursday, and Saturday	14
Malling, West - - - - -	1816	Saturday - - - - -	8
Margate - - - - -	1839	Saturday - - - - -	1½
Sevenoaks - - - - -	1816	Monday - - - - -	6
Tonbridge - - - - -	1845	Monday - - - - -	1
Tonbridge Wells - - - - -	1818	Monday and Friday - - -	2
Woolwich - - - - -	1816	Monday and Saturday - - -	3
LANCASTER:			
Accrington - - - - -	1817	Monday - - - - -	2
Ashton-under-Lyne - - - - -	1829	Monday and Saturday - - -	9
Blackburn - - - - -	1831	Monday, Wednesday, and Satur- day.	8
Bolton - - - - -	1818	Monday and Saturday - - -	9
Burnley - - - - -	1828	Monday and Saturday - - -	4
Bury - - - - -	1822	Monday, Wednesday, and Satur- day.	8
Chorley - - - - -	1845	Tuesday - - - - -	3
Clitheroe - - - - -	1844	Saturday - - - - -	2
Colne - - - - -	1844	Wednesday and Saturday	4
Croston - - - - -	1814	1st Thursday in each month	3 each bank day.
Ecclestone - - - - -	1818	1st Monday in each month	3 ditto.
Kirkham - - - - -	1844	Saturday - - - - -	2½
Lancaster - - - - -	1823	Saturday - - - - -	10
Leigh - - - - -	1845	Monday and Saturday - - -	4
Leyland - - - - -	1821	Monday - - - - -	2½
Liverpool - - - - -	1815	Every day, and on Saturday evening.	24½
Manchester - - - - -	1818	Every day - - - - -	33
Oldham - - - - -	1840	Saturday - - - - -	4
Ormskirk - - - - -	1822	Wednesday and Saturday	4
Prescot - - - - -	1824	Monday - - - - -	1 to 2

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
ENGLAND—continued.			
LANCASTER—continued.			
Preston - - - - -	1816	Monday, Wednesday, and Saturday.	- - 16
Southport - - - - -	1837	Friday - - - - -	- - 2
St. Helens - - - - -	1855	Monday and Saturday - - -	- - 2
Stalybridge - - - - -	1828	Monday, Wednesday, and Saturday.	- - 14
Ulverstone - - - - -	1816	Friday and Saturday - - -	- - 7
Warrington - - - - -	1818	Monday, Wednesday, and Saturday.	- - 8
Wigan - - - - -	1821	Monday, Thursday, and Saturday	- - 6
LEICESTER:			
Ashby-de-la-Zouch - - - - -	1818	Saturday - - - - -	- - 2
Hinckley - - - - -	1823	Monday - - - - -	- - 1
Leicester - - - - -	1817	Monday, Wednesday, and Saturday.	- - 7
Loughborough - - - - -	1818	Monday and Thursday - - -	- - 4
Melton Mowbray - - - - -	1837	Tuesday, and every alternate Monday.	- - 2
LINCOLN:			
Alford - - - - -	1818	Friday - - - - -	- - 1
Boston - - - - -	1817	Monday, Wednesday, and Saturday.	- - 8
Bourn - - - - -	1818	Thursday - - - - -	- - 1 $\frac{1}{4}$
Brigg - - - - -	1831	Thursday - - - - -	- - 1
Caistor - - - - -	1818	Saturday - - - - -	- - 2
Folkingham - - - - -	1818	Friday - - - - -	- - 8
Gainsborough - - - - -	1819	Tuesday and Saturday - - -	- - 6
Grantham - - - - -	1818	Friday and Saturday - - -	- - 4
Great Grimsby - - - - -	1857	Friday and Saturday - - -	- - 1 $\frac{1}{2}$
Horncastle - - - - -	1817	Monday and Saturday - - -	- - 2 to 4
Lincoln - - - - -	1816	Friday and Saturday - - -	- - 4
Louth - - - - -	1817	Wednesday, Friday, and Saturday.	- - 6
Sleaford - - - - -	1818	Monday - - - - -	- - 2
Spalding - - - - -	1818	Tuesday and Saturday - - -	- - 4
Stamford - - - - -	1818	Tuesday and Friday - - -	- - 4
MIDDLESEX:			
Bishopsgate - - - - -	1816	Daily for receipts; Monday, Wednesday, and Friday for payments.	29; and for all business 37 hours.
Bloomsbury - - - - -	1817	Monday, Wednesday, and Saturday.	- - 9
Brentford - - - - -	1818	Tuesday and Friday - - -	- - 4 $\frac{1}{2}$
Camden Town - - - - -	1839	Monday and Saturday - - -	- - 4
Chelsea - - - - -	1819	Monday, Thursday, and Saturday	- - 10
Cripplegate - - - - -	1819	Daily - - - - -	- - 27
Farringdon-street - - - - -	1837	Monday, Tuesday, and Saturday	- - 8
Finsbury - - - - -	1816	Monday, Tuesday, Wednesday, Friday, and Saturday.	- - 21
Hackney - - - - -	1828	Monday - - - - -	- - 1 $\frac{1}{2}$
Haggerstone - - - - -	- - -	Monday and Saturday - - -	- - 4
Hammersmith - - - - -	1816	Monday - - - - -	- - 1 $\frac{1}{2}$ to 2
Hampstead - - - - -	1817	Monday - - - - -	- - 2
Harrow - - - - -	1841	Every other Saturday, and 1st Tuesday in every month.	1 each bank day.

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
ENGLAND— <i>continued.</i>			
MIDDLESEX— <i>continued.</i>			
Highgate - - - - -	-	This Bank is closing.	
Islington - - - - -	1816	Monday - - - - -	1 ½
Kensington - - - - -	1819	Monday and Saturday - - - - -	3
Kingsland-road - - - - -	1842	Monday, Tuesday, and Saturday - - - - -	6
Limehouse - - - - -	1816	Monday and Saturday - - - - -	4
Paddington - - - - -	1832	Monday and Saturday - - - - -	8
Poplar - - - - -	1816	Monday - - - - -	3
St. Clement Danes - - - - -	1830	Monday, Tuesday, and Saturday - - - - -	7
St. James's, Piccadilly - - - - -	1855	Monday and Saturday - - - - -	8
St. Martin's-place - - - - -	1816	Daily for deposits; and Monday, Tuesday, Friday and Saturday for withdrawals.	39
St. Marylebone - - - - -	1830	Daily, and on Monday and Saturday evenings.	36
Staines - - - - -	1816	Monday - - - - -	1 to 3
Stepney - - - - -	1837	Monday, Tuesday, Friday, and Saturday.	8
Stoke Newington - - - - -	1826	Saturday - - - - -	2
Tufton-street (Westminster) - - - - -	1838	Wednesday and Saturday - - - - -	4
Charlotte-street - - - - -	1825	Monday and Saturday - - - - -	7
Uxbridge - - - - -	1816	Tuesday - - - - -	2
Whitechapel - - - - -	1819	Monday and Saturday - - - - -	9
MONMOUTH:			
Abergavenny - - - - -	1816	Every other Monday - - - - -	From 12 o'clock until the close of business.
Chepstow - - - - -	1817	Saturday - - - - -	2
Monmouth - - - - -	1816	Every Saturday, and first Wednesday in each month.	1 to 2
Newport - - - - -	1831	Wednesday and Saturday - - - - -	3
Pontypool - - - - -	1821	Tuesday - - - - -	8
NORFOLK:			
Aylsham - - - - -	1818	Monday - - - - -	1
Downham Market - - - - -	1841	Saturday - - - - -	1
Fakenham - - - - -	1819	Thursday - - - - -	1
Harleston - - - - -	1818	1st and 3rd Monday in every month.	1 each bank day.
		And 1st Monday and Tuesday in December.	6 each day.
King's Lynn - - - - -	1817	Monday - - - - -	2
Norwich - - - - -	1816	Monday, Wednesday, and Saturday.	7
North Walsham - - - - -	1820	Monday - - - - -	1
Swaffham - - - - -	1818	Saturday - - - - -	1
Watton - - - - -	1819	1st Monday in each month - - - - -	From 11 o'clock, and kept open so long as there is business.
Yarmouth - - - - -	1818	Wednesday and Saturday - - - - -	2
NORTHAMPTON:			
Kettering - - - - -	1839	Friday - - - - -	2
Northampton - - - - -	1816	Monday, Wednesday, Friday, and Saturday.	6
Oundle - - - - -	1818	Monday (a) - - - - -	2
Peterborough - - - - -	1818	Monday and Saturday - - - - -	5 hours in October, November, and December; 4 hours remainder of year.

(a) The branch at Thrapston is open for two hours each Tuesday.

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
ENGLAND— <i>continued.</i>			
NORTHUMBERLAND:			
Allendale Town - - - - -	1838	1st Friday in the month - -	3 $\frac{1}{2}$ monthly.
Alnwick - - - - -	1816	1st four Mondays in December and January, and 1st and 3d Monday in every other month.	3 monthly.
Berwick-upon-Tweed - - - - -	1816	Monday - - - - -	2 weekly.
Hexham - - - - -	1818	1st and 3rd Saturday in every month, except 3rd Saturday in November.	4 on each banking day.
Morpeth - - - - -	1816	Wednesday - - - - -	3
Newcastle-upon-Tyne - - - - -	1818	Saturday and Monday - - -	5
Tynemouth - - - - -	1836	Saturday - - - - -	6
NOTTINGHAM:			
East Retford - - - - -	1818	Monday and Saturday - - -	6 $\frac{1}{2}$
Newark-upon-Trent - - - - -	1817	Monday and Wednesday - -	From 10.30 until close of business.
Nottingham - - - - -	1818	Monday, Wednesday, and Satur- day.	7
Southwell - - - - -	1818	Monday - - - - -	1
Worksop - - - - -	1818	Monday and Wednesday - -	3
OXFORD:			
Banbury - - - - -	1818	Thursday and Saturday (a) -	4
Bicester - - - - -	1842	Friday - - - - -	4
Henley-on-Thames - - - - -	1817	Tuesday in each week, and 1st Thursday in each month.	4
Oxford - - - - -	1816	Monday and Saturday - - -	4
Thame - - - - -	1847	Tuesday - - - - -	1
Woodstock - - - - -	1836	Monday - - - - -	1
SALOP:			
Bridgnorth - - - - -	1818	Tuesday and Saturday - - -	6
Ellesmere - - - - -	1817	Tuesday - - - - -	4
Lilleshall - - - - -	1818	Every alternate Saturday - -	2 fortnightly.
Ludlow - - - - -	1816	Saturday - - - - -	2
Market Drayton - - - - -	- -	This Bank is closing.	
Newport - - - - -	1818	Saturday - - - - -	2
Oswestry - - - - -	1818	Wednesday - - - - -	5
Shrewsbury - - - - -	1818	Monday, Wednesday, and Satur- day. (b)	5
Wellington - - - - -	1818	Every other Monday - - -	2 fortnightly.
Wenlock - - - - -	1817	Monday - - - - -	3 to 4
Whitechurch - - - - -	1818	Every Saturday in January, and 1st and 3rd Saturday in every other month.	3 hours each bank day.
SOMERSET:			
Bath - - - - -	1815	Monday, Wednesday, and Satur- day.	7
Bridgwater - - - - -	1817	Wednesday and Saturday - -	3
Castle Cary - - - - -	1818	Wednesday, Thursday, Friday, and Saturday.	8
Crewkerne - - - - -	1851	Saturday - - - - -	2
Frome Selwood - - - - -	1818	Monday - - - - -	2
Nether Stowey - - - - -	1817	Monday - - - - -	2
Taunton - - - - -	1817	Daily - - - - -	33
Wells - - - - -	1818	Saturday - - - - -	2 to 5
Wrington - - - - -	1817	(c) - - - - -	-
Yeovil - - - - -	1818	Monday and Friday - - -	4
SOUTHAMPTON:			
Alresford - - - - -	1841	Friday - - - - -	1
Alton - - - - -	1819	Saturday - - - - -	1
Basingstoke - - - - -	1817	Wednesday - - - - -	1 $\frac{1}{2}$

(a) And on the four Mondays following the 20th November.
 (b) The Church Stretton Branch is open one hour each Friday.

(c) Local receivers in the different parishes are appointed, who
 fix their own day and time.

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
ENGLAND—continued.			
SOUTHAMPTON—continued.			
Fareham - - - - -	1845	On alternate Mondays - -	1 on each banking day.
Gosport - - - - -	1821	Monday - - - - -	2
Havant - - - - -	1819	Monday - - - - -	1 to 2
Newport, Isle of Wight	1817	Wednesday and Saturday	4
Odiham - - - - -	1860	Tuesday - - - - -	1
Petersfield - - - - -	1842	Monday - - - - -	1
Portsmouth - - - - -	1816	Monday, Tuesday, and Saturday	6
Romsey - - - - -	1856	Thursday - - - - -	1
Southampton - - - - -	1816	Monday and Thursday - -	4
Winchester - - - - -	1816	Monday - - - - -	18
STAFFORD:			
Brewood - - - - -	1818	This Bank is closing.	
Cheadle - - - - -	1819	Saturday - - - - -	1
Eccleshall - - - - -	1846	Last Friday in the month -	2 monthly.
Hanley - - - - -	1824	Monday and Saturday - -	4
Kingswinford - - - - -	1833	Monday, Friday, and Saturday	4 ½
Leek - - - - -	1823	Monday - - - - -	1
Lichfield - - - - -	1818	Friday - - - - -	1 ½
Newcastle-under-Lyme - - -	1819	Every Monday at Newcastle And the last Tuesday in each month at Betley.	2 2 monthly
Penkridge - - - - -	1819	1st and 3rd Monday in each month.	2 each banking day.
Pirehill Meaford - - - - -	1818	1st Tuesday in each month	4 to 5 monthly.
Rugeley - - - - -	1817	2nd and 4th Monday in every month.	3 each banking day.
Shenstone - - - - -	1818	1st Monday in each month -	2
Stafford - - - - -	1835	Monday - - - - -	2
Tamworth - - - - -	1823	Monday - - - - -	1
Trentham - - - - -	1818	2nd and 4th Saturday in every month.	2 each banking day.
Tunstall - - - - -	1841	1st and 3rd Monday in every month.	2 each banking day.
Uttoxeter - - - - -	1848	Wednesday and Saturday -	2
Yoxall and Barton - - - - -	1818	Monday - - - - -	1
SUFFOLK:			
Bungay - - - - -	1818	1st and 3rd Thursdays in each month (a).	2 each bank day.
Bury St. Edmunds - - - - -	1816	Wednesday and Saturday -	6, varying from 8 to 10 in winter.
Eye - - - - -	1818	Monday - - - - -	1 (b).
Framlingham - - - - -	1819	1st Thursday in each month, and 1st Friday in December and January.	3 each bank day.
Hadleigh - - - - -	1818	Saturday - - - - -	4
Halesworth - - - - -	1818	Last Wednesday in the month (c)	4 each banking day.
Haverhill - - - - -	1836	Friday - - - - -	
Ipswich, Cornhill - - - - -	1816	Wednesday - - - - -	2
Ipswich, Queen-street - - -	1816	Tuesday and Friday - - -	5
Lowestoft - - - - -	1818	Wednesday - - - - -	1 ½
Saxmundham - - - - -	1859	1st Monday of month - - -	3 monthly.
Sudbury - - - - -	1822	Tuesday - - - - -	2
Woodbridge - - - - -	1818	Monday - - - - -	3

(a) Except 3rd Thursday in November.

(b) Also one hour each Friday at Diss.

(c) And on the second Wednesday of January, February, September, October, and December.

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
ENGLAND— <i>continued.</i>			
SURREY:			
Camberwell, Peckham, and Dulwich -	1816	Monday and Saturday - - - -	5
Chertsey - - - - -	1818	Wednesday - - - - -	2
Croydon - - - - -	1819	Saturday - - - - -	1 to 2
Dorking - - - - -	1819	Thursday - - - - -	1 $\frac{1}{2}$
Epsom - - - - -	1819	Monday - - - - -	1
Ewell - - - - -	1820	Saturday - - - - -	1
Farnham - - - - -	1817	Monday - - - - -	1
Godalming - - - - -	1816	Monday - - - - -	1 $\frac{1}{2}$
Guildford - - - - -	1816	Monday - - - - -	2
Kennington - - - - -	1843	Saturday - - - - -	2
Kingston - - - - -	1818	Saturday - - - - -	1 $\frac{1}{2}$
Lambeth - - - - -	1818	Monday, Wednesday, and Sa- turday.	7
Lambeth, St. John - - - - -	1827	Monday and Saturday - - - -	2
Reigate - - - - -	1819	Tuesday - - - - -	1
Richmond - - - - -	1828	Monday - - - - -	3
Rotherhithe - - - - -	1838	Monday - - - - -	1
Southwark - - - - -	1816	Monday, Tuesday, and Thursday	12
SUSSEX:			
Arundel - - - - -	1818	Monday and Thursday - - - -	2
Battle - - - - -	1816	Monday and Saturday - - - -	3
Brighton - - - - -	1818	Daily - - - - -	18
Chichester - - - - -	1812	Monday and Wednesday - - - -	2 $\frac{1}{4}$
East Grinstead - - - - -	1819	Monday - - - - -	1
Hastings - - - - -	1845	Saturday (a) - - - - -	1
Horsham - - - - -	1819	Saturday - - - - -	1
Lewes - - - - -	1816	Tuesday and Saturday - - - -	6
Midhurst - - - - -	1819	Saturday - - - - -	1
Petworth - - - - -	1818	Monday - - - - -	1 $\frac{1}{2}$ to 2
Rye - - - - -	1816	Saturday - - - - -	2
Uckfield - - - - -	1813	Saturday - - - - -	2
Worthing - - - - -	1817	Saturday - - - - -	3
WARWICK:			
Alcester - - - - -	1848	Tuesday - - - - -	2
Atherstone - - - - -	1818	Tuesday - - - - -	2 to 3
Coventry - - - - -	1835	Monday, Friday, and Saturday.	5
Stratford-on-Avon - - - - -	1834	Monday, Tuesday, Wednesday, and Friday.	8
Sutton Coldfield - - - - -	1819	1st Monday in each month - -	5 monthly.
Warwick - - - - -	1818	Monday and Saturday, at Lea- mington; Saturday, at War- wick.	5
WESTMORLAND:			
Kirkby Lonsdale - - - - -	1818	Thursday - - - - -	4
WILTS:			
Bradford - - - - -	1836	Saturday - - - - -	1
Calne - - - - -	1816	Wednesday - - - - -	1 to 2
Chippenham - - - - -	1822	Friday - - - - -	2 to 3
Devizes - - - - -	1817	Thursday - - - - -	2
Malmesbury - - - - -	1818	2nd and last Saturday in the month.	2 each bank day.
Marlborough - - - - -	1818	Monday (b) - - - - -	2
Melksham - - - - -	1819	1st and 3rd Saturday in each month.	1 each banking day.
Salisbury - - - - -	1815	Tuesday; at Downton, alternate Mondays.	2 to 3

(a) And one hour on the first Saturday in every month.

(b) And three days in December, two hours each day.

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
ENGLAND—continued.			
WILTS—continued.			
Swindon - - - - -	1831	Monday - - - - -	2
Trowbridge - - - - -	1817	Saturday - - - - -	2
Warminster - - - - -	1823	Saturday - - - - -	4
WORCESTER:			
Bromsgrove - - - - -	1828	Tuesday and Saturday - - -	5½
Droitwich - - - - -	1819	1st and 3rd Friday in each month.	1 each banking day.
Kidderminster - - - - -	1818	Thursday and Saturday - - -	3
Shipston-on-Stour - - - - -	1818	Saturday - - - - -	2
Stourport - - - - -	1818	Wednesday - - - - -	1
Tenbury - - - - -	1847	Tuesday - - - - -	1½
Upton-upon-Severn - - - - -	1818	Monday - - - - -	2½
Worcester - - - - -	1818	Monday, Wednesday, and Satur- day.	13
YORK (EAST RIDING):			
Beverley - - - - -	1818	Saturday - - - - -	2
Bridlington - - - - -	1864	Saturday - - - - -	2½
Driffield - - - - -	1864	Thursday - - - - -	3
Howden - - - - -	1818	Saturday (a) - - - - -	1
Kingston-upon-Hull - - - - -	1818	Daily - - - - -	16
York - - - - -	1816	Tuesday and Saturday - - -	3
YORK (NORTH RIDING):			
Bedale - - - - -	1818	Tuesday - - - - -	2
Guisborough - - - - -	1819	Tuesday - - - - -	1
Leyburn - - - - -	1818	Friday - - - - -	1
Malton - - - - -	1827	Saturday - - - - -	1
Northallerton - - - - -	1819	Wednesday and Saturday - - -	3 to 4
Pickering - - - - -	1836	Monday - - - - -	1
Richmond - - - - -	1817	Saturday - - - - -	3
Scarborough - - - - -	1818	Thursday and Friday - - -	3 to 4
Stokesley - - - - -	1822	Saturday - - - - -	1
Thirsk - - - - -	1819	Monday - - - - -	1
Whitby - - - - -	1819	Monday and Saturday - - -	2
YORK (WEST RIDING):			
Barnsley - - - - -	1829	Wednesday - - - - -	2
Birstal and Batley - - - - -	1822	Monday and Saturday - - -	5
Bradford - - - - -	1818	Monday, Thursday, and Satur- day.	8
Doncaster - - - - -	1817	Monday and Saturday - - -	6½
Goole - - - - -	1833	Wednesday - - - - -	1½
Halifax - - - - -	1816	Saturday - - - - -	7
Harewood - - - - -	1817	Monday - - - - -	5
Huddersfield - - - - -	1818	Tuesday, Thursday, and Satur- day.	6½
Keighley - - - - -	1819	{ Every Saturday - - - - - } { 2nd Wednesday in every month. }	3½ weekly.
Knaresborough - - - - -	1817	Wednesday, Thursday, and Sa- turday.	4 to 5
Leeds - - - - -	1818	Tuesday, Thursday, and Satur- day.	9
Otley - - - - -	1818	Friday and Saturday - - -	2
Pontefract - - - - -	1817	Saturday (b) - - - - -	2½

(a) And the day for hiring servants, and the day after Martinmas.

(b) And every alternate Monday at Selby for an hour and a half.

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
ENGLAND—continued.			
YORK (West Riding)—continued.			
Ripon - - - - -	1859	Thursday and Saturday - - - -	2 ½
Rotherham - - - - -	1846	Monday and Saturday - - - -	2
Settle - - - - -	1818	Tuesday and Saturday - - - -	3
Sheffield - - - - -	1819	Every day - - - - -	26
Wakefield - - - - -	1817	Friday and Saturday - - - -	5
Wentworth - - - - -	1837	Monday - - - - -	1
W A L E S.			
ANGLESEY:			
Beaumaris - - - - -	1817	Thursday and Saturday, at each of the following branches, viz., Beaumaris, Holyhead, Amlwch, and Llangefni.	} 3 hours at each branch.
BRECON:			
Brecon - - - - -	1816	Friday - - - - -	2
CARDIGAN:			
Aberystwith - - - - -	1818	Monday - - - - -	2
CARMARTHEN:			
Llandilo - - - - -	1817	Saturday, and 12 May and 14 November for deposits.	3
Llanelly - - - - -	1847	Thursday - - - - -	2
Newcastle-Emlyn - - - - -	1839	Every alternate Friday - - - -	2½
CARNARVON:			
Pwllheli - - - - -	1818	Wednesday - - - - -	2
DENBIGH:			
Denbigh - - - - -	1848	Wednesday and Saturday - - - -	2
Ruthin - - - - -	1818	Monday - - - - -	1
Wrexham - - - - -	1818	Monday and Saturday - - - -	5
FLINT:			
Holywell - - - - -	1818	Friday - - - - -	3
Maelor Hundred - - - - -	1817	1st and 3rd Monday in each month.	2 hours each banking day.
Mold - - - - -	1818	Saturday - - - - -	1 ½
St. Asaph - - - - -	1817	Monday - - - - -	5
GLAMORGAN:			
Bridgend - - - - -	1816	Saturday - - - - -	1 ½
Caerphilly - - - - -	1835	Thursday - - - - -	1
Cardiff - - - - -	1819	Monday and Saturday - - - -	7
Swansea - - - - -	1827	Wednesday and Saturday - - - -	6 ½
MONTGOMERY:			
Welshpool - - - - -	1817	Monday - - - - -	(a) 3

(a) Saturdays, during the months of May, December and January, 2 hours; also first Thursday in each month, at Montgomery branch, 2 hours.

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
WALES—continued.			
PEMBROKE:			
Haverfordwest - - - - -	1818	Tuesday - - - - -	2
Narberth - - - - -	1857	Friday - - - - -	2
Pembroke - - - - -	1818	Friday and Saturday - - - - -	4
Tenby - - - - -	1856	Saturday - - - - -	1½
RADNOR:			
Knighton - - - - -	1855	2nd and 4th Thursday in each month.	2 each banking day.
SCOTLAND.			
ABERDEEN:			
Aberdeen - - - - -	1845	Tuesday, Wednesday, Thursday, Friday, and Saturday.	16
Ellon - - - - -	1839	1st Monday in each month.	2 monthly.
Insch - - - - -	1851	4th Monday in each month -	2 monthly.
Inverury - - - - -	1837	2nd and last Saturday in each month, and on 27 and 28 May, and 23 and 24 November.	1 each banking day.
Kildrummy - - - - -	1853	1st Saturday in each month -	2 each banking day.
Kintore - - - - -	1837	Last Saturday in each month -	2 monthly.
New Deer - - - - -	1847	1st Saturday in each month -	6 monthly.
BANFF:			
Banff - - - - -	1836	Monday and Friday - - - - -	7
Gamrie - - - - -	1836	Saturday - - - - -	1
Marnoch - - - - -	1864	Monday, and the two Saturdays after the terms of Whitsuntide and Martinmas.	1
BERWICK:			
Coldstream - - - - -	1842	Monday - - - - -	1
BUTE:			
Rothsay - - - - -	1842	Daily - - - - -	26
CAITHNESS:			
Thurso - - - - -	1845	Friday - - - - -	1
Wick - - - - -	1840	Daily, except Saturday - - - - -	30
DUMBARTON:			
Alexandria - - - - -	1864	Tuesday and Friday - - - - -	11
Kirkintilloch - - - - -	1838	Daily - - - - -	28
DUMFRIES:			
Lochmaben - - - - -	1864	Monday and Thursday - - - - -	8
Thornhill - - - - -	1843	Daily - - - - -	27
EDINBURGH:			
Dalkeith - - - - -	1839	Thursday and Saturday - - - - -	9
Edinburgh - - - - -	1836	Daily - - - - -	31
Newhaven - - - - -	1860	Monday and Thursday - - - - -	5
ELGIN, or MORAY:			
Elgin - - - - -	1836	On 2nd and last Saturday in each month; in June and December every Saturday.	3 each banking day.
Forres - - - - -	1839	2nd and last Saturday in each month.	2½ each banking day.

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
SCOTLAND—continued.			
FIFE:			
Cupar - - - - -	1837	Tuesday and Saturday - -	5
Dunfermline - - - - -	1838	Tuesday, Friday, and Saturday - -	6
Kirkaldy - - - - -	1838	Tuesday and Saturday - -	3
St. Andrews - - - - -	1847	Daily - - - - -	6 to 7
FORFAR:			
Brechin - - - - -	1852	Tuesday - - - - -	1
Dundee - - - - -	1838	Daily - - - - -	31
Forfar - - - - -	1853	Monday, Friday, and Saturday - -	7
Montrose - - - - -	1840	Thursday, Friday, and Saturday - -	7
INVERNESS:			
Inverness - - - - -	1840	Tuesday, Friday, and Saturday - -	14
ISLE of SKYE:			
Portree - - - - -	1854	Daily - - - - -	36
KINCARDINE:			
Pettercairn - - - - -	1864	Friday - - - - -	7
Fordoun - - - - -	1842	Friday - - - - -	7
Laurencekirk - - - - -	1864	Thursday - - - - -	7
Stonehaven - - - - -	1838	Saturday, and daily at Whit- suntide and Martinmas.	3
KIRKCUDBRIGHT:			
Castle Douglas - - - - -	1840	Thursday - - - - -	5
LANARK:			
Carluke - - - - -	1859	Monday, Wednesday, and Satur- day.	3
Glasgow - - - - -	1836	Daily - - - - -	35
MORAY:—See ELGIN.			
NAIRN:			
Nairn - - - - -	1840	Tuesday and Friday - - - - -	10
PERTH:			
Perth - - - - -	1838	Daily - - - - -	29
RENFREW:			
Paisley - - - - -	1838	Monday, Tuesday, Thursday, and Saturday.	23
ROSS and CROMARTY:			
Tain - - - - -	1840	Daily - - - - -	27
ROXBURGH:			
Galashiels - - - - -	1858	Tuesday and Saturday - - - - -	3
Hawick - - - - -	1859	Thursday and Saturday - - - - -	2
Jedburgh - - - - -	1836	Tuesday and Saturday - - - - -	10
Kelso - - - - -	1849	Tuesday and Friday - - - - -	8
SELKIRK:			
Selkirk - - - - -	1839	Daily - - - - -	39
STIRLING:			
Falkirk - - - - -	1845	Monday, Thursday, and Satur- day.	9
Lennoxtown - - - - -	1846	Thursday - - - - -	1
Stirling - - - - -	1842	Wednesday, Thursday, Friday, and Saturday.	7½

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
I R E L A N D.			
ANTRIM :			
Belfast - - - - -	1816	Tuesday, Wednesday, and Friday	- - 15
Gracehill - - - - -	1830	Tuesday - - - - -	- - 1
ARMAGH :			
Armagh - - - - -	1818	Tuesday and Saturday - - - - -	- - 5
CAVAN :			
Cavan - - - - -	1830	Saturday - - - - -	- - 2
CLARE :			
Ennis - - - - -	1822	Saturday - - - - -	- - 2
CORK :			
Bandon - - - - -	1858	Saturday, and 1st Wednesday in each month.	1½ on Saturday, and 1½ on Wednesday.
Cork - - - - -	1817	Wednesday and Saturday - - - - -	- - 8
Fermoy - - - - -	1825	Monday - - - - -	- - 11
Youghal - - - - -	1818	Saturday - - - - -	- - 2
DOWN :			
Hillsborough - - - - -	1832	Wednesday - - - - -	- - 3
Newry - - - - -	1821	Tuesday - - - - -	- - 3
Warrenpoint - - - - -	1819	Tuesday - - - - -	- - 2
DUBLIN :			
Castleknock - - - - -	1824	Monday - - - - -	- - 3½
Dublin - - - - -	1818	Monday, Wednesday, Friday, and Saturday.	- - 12
FERMANAGH :			
Enniskillen - - - - -	1825	Friday - - - - -	- - 6½
GALWAY :			
Ballinasloe - - - - -	1822	Saturday - - - - -	- - 4
KILDARE :			
Celbridge - - - - -	1818	Monday - - - - -	- - 2
KILKENNY :			
Kilkenny - - - - -	1816	Monday - - - - -	- - 2
KING'S COUNTY :			
Parsonstown - - - - -	1826	Saturday - - - - -	- - 2
Tullamore - - - - -	1832	Friday - - - - -	- - 12
LIMERICK :			
Limerick - - - - -	1820	Monday - - - - -	- - 10
LONDONDERRY :			
Coleraine - - - - -	1832	Saturday - - - - -	- - 2
Londonderry - - - - -	1816	Wednesday and Saturday - - - - -	- - 6
Newtown Limavady - - - - -	1822	Monday - - - - -	- - 2
LOUTH :			
Ardee - - - - -	1818	Tuesday - - - - -	- - 1
Drogheda - - - - -	1819	Monday, Wednesday, and Sa- turday.	- - 7
Dundalk - - - - -	1820	Saturday - - - - -	- - 3

	Year in which the Business Commenced.	Names of Days in each Week on which the Bank Opens for the Deposit and Withdrawal of Money.	Number of Hours on which the Bank is Open in each Week for the Deposit and Withdrawal of Money.
IRELAND—continued.			
MAYO:			
Castlebar - - - - -	1823	Saturday - - - - -	6
MEATH:			
Kells - - - - -	1820	Saturday - - - - -	4
Navan - - - - -	1824	Wednesday - - - - -	1
MONAGHAN:			
Monaghan - - - - -	1819	Monday and Thursday - - - - -	6½
QUEEN'S COUNTY:			
Abbeyleix - - - - -	1818	Every alternate Saturday - - - - -	3 hours each banking day.
Portarlington - - - - -	1830	Wednesday - - - - -	1
ROSCOMMON:			
Boyle - - - - -	1823	Saturday - - - - -	4
SLIGO:			
Sligo - - - - -	1820	Monday - - - - -	7
TIPPERARY:			
Cashel - - - - -	1825	Saturday - - - - -	1½
Clonmel - - - - -	1819	Monday and Saturday - - - - -	6½
Roscrea - - - - -	1830	Thursday - - - - -	2
Thurles - - - - -	1829	Monday - - - - -	1
TYRONE:			
Clogher - - - - -	1832	Saturday - - - - -	2
Cookstown - - - - -	1833	Saturday - - - - -	1
Dungannon - - - - -	1819	Thursday - - - - -	2
WATERFORD:			
Waterford - - - - -	1816	Monday and Friday - - - - -	7
WESTMEATH:			
Castlepollard - - - - -	1819	Wednesday - - - - -	2
WEXFORD:			
Wexford - - - - -	1826	Friday - - - - -	3
WICKLOW:			
Baltinglass - - - - -	1823	Friday - - - - -	2
GUERNSEY - - - - -	1839	Wednesday and Saturday - - - - -	3
JERSEY - - - - -	1835	Wednesday and Saturday - - - - -	4

General Note.—The Number of Hours given in the last column does not in numerous instances, as appears by the Returns received at the National Debt Office, show to anything like the full extent the time occupied in transacting the whole business of the Banks; the attention of the Officers and Clerks being much occupied with Correspondence, attendance on Trustees and Managers at their meetings, half-yearly Balances of Accounts, preparation of Returns to the Commissioners and to Parliament, and various incidental matters in addition to the ordinary business arising from receipt and payment of money.

LIST of all such SAVINGS BANKS as, under the provisions of the Act 26 Vict. c. 14, or otherwise, have been CLOSED and have TRANSFERRED their FUNDS, or any part thereof, to the POST OFFICE SAVINGS BANKS; showing, in each case, the Number of such Banks, as well as the Number and Amount of Depositors' Accounts so Transferred, and the Amount of Compensation, if any, made to all or any of the Officers of such Banks respectively; and showing also the Years in which such Banks were respectively Opened and Closed, and the Number and Amount of their Depositors' Balances, and the Number of Days and Hours in each Week on which the same Banks were Opened for Public Business, at the close of the Year ending on the 20th November next preceding the Date of such Closing; distinguishing the same, as in the form of the Return, for each separate County, as well as collectively, for *England* and *Wales*, *Scotland* and *Ireland*, and for the *United Kingdom*.

COUNTY.	Date of Notice to Close.	Number and Amount of Depositors' Balances on 20 November, previous to Date of Notice to Close.			Number and Amount of Accounts Transferred to Post Office Savings Bank.		Compensation to Officers under the Provisions of the Act 26 Vict. c. 14.	Years.		Number of Days in each Week Open.	Number of Hours in each Week Open.		
		No.	Amount.		No.	Amount.		Opened.	Closed.				
ENGLAND :			£. s. d.			£. s. d.		£. s. d.					
BEDFORDSHIRE :													
Leighton Buzzard	- May 1866	1,113	29,386	3 3	453	10,518	13 10	-	-	1838	1866	1	2
BUCKINGHAMSHIRE :													
Chesham	- 7 Nov. 1862	212	3,379	5 3	151	2,289	9 11	-	-	1854	1862	1	1
CHESHIRE :													
Bowden	- July 1863	1,825	67,352	4 6	126	7,883	15 2	175	- -	1823	1864	2	4
Wallasey	- Feb. 1863	208	3,229	14 5	101	1,827	19 7	-	-	1843	1864	1	1
Winsford	- 7 Jan. 1867	168	5,445	5 3	60	2,601	12 2	-	-	1856	1867	1	1
		2,201	76,027	4 2	287	12,313	6 11	175	- -				
CORNWALL :													
Bodmin	- Jan. 1864	1,516	54,638	10 8	507	18,228	1 5	-	-	1839	1865	1	2½
DERBYSHIRE :													
Melbourne	- Feb. 1862	222	2,552	4 11	90	1,320	3 7	-	-	1855	1862	1	1
Staveley	- May 1862	59	1,457	18 6	7	1,083	10 6	-	-	1854	1862	1	1
		281	4,010	3 5	97	2,403	14 1	-	-				
DURHAM :													
Hartlepool	- 1863	287	6,617	3 4	nil	- nil	-	-	-	1844	1864	1	2
ESSEX :													
Billericay	- Dec. 1863	90	2,290	15 6	31	1,122	17 5	-	-	1860	1864	1	1
Braintree	- 5 April 1862	368	7,510	18 8	201	4,499	14 3	-	-	1859	1862	1	1
Chipping Ongar	- Dec. 1865	137	2,947	2 1	51	1,944	7 11	-	-	1858	1866	Once in a fortnight.	2, fortnightly.
Epping	- Dec. 1863	568	16,023	1 9	343	10,001	9 5	-	-	1817	1864	First Friday in each month.	3 hours monthly.
Halstead	- Dec. 1865	753	20,742	18 5	398	11,246	4 3	-	-	1816	1866	1	1
Rochford	- 4 Aug. 1862	720	17,956	5 11	268	8,364	13 8	31	4 4	1818	1863	1	2
West Ham	- 31 Aug. 1863	718	17,739	10 7	383	10,417	17 9	400	- -	1819	1863	1	2
		3,354	85,210	12 11	1,675	47,597	4 8	431	4 4				
GLOUCESTERSHIRE :													
Lechlade	- Dec. 1862	171	4,636	11 11	2	9	11 10	-	-	1844	1863	1	1
HANTS :													
Andover	- Dec. 1861	1,350	46,658	9 9	435	21,969	2 7	232	10 -	1827	1864	2	2
Lymington	- Sept. 1864	1,025	42,778	14 6	749	32,114	5 11	510	10 -	1818	1865	1	1
Romsey, New Hall	- Dec. 1863	49	408	9 -	nil	- nil	-	-	-	1859	1863	1	1
		2,424	89,845	13 3	1,184	54,083	8 6	743	- -				

COUNTY.	Date of Notice to Close.	Number and Amount of Depositors' Balances on 20 November, previous to Date of Notice to Close.		Number and Amount of Accounts Transferred to Post Office Savings Bank.		Compensation to Officers under the Provisions of the Act. 26 Vict. c. 14.	Years.		Number of Days in each Week Open.	Number of Hours in each Week Open.
		No.	Amount.	No.	Amount.		Opened.	Closed.		
ENGLAND—continued.										
			£. s. d.		£. s. d.	£. s. d.				
HERTS:										
Baldock - - -	16 Nov. 1863 -	453	17,802 5 9	222	9,670 4 10	200 - - -	1816	1864	One day a month.	4 hours monthly.
Buntingford - - -	April 1862 -	239	5,041 8 7	138	2,857 6 8	- - -	1845	1865	Monthly	2 hours monthly.
Cheshunt - - -	Dec. 1861 -	259	1,535 11 9	111	1,100 18 10	- - -	1850	1867	Fortnightly	2, fortnightly.
St. Albans - - -	Dec. 1862 -	252	4,140 4 1	106	2,054 3 8	- - -	1859	1863	1	1
Watford - - -	2 Nov. 1863 -	1,374	38,968 8 1	623	19,363 7 4	350 - - -	1817	1864	Fortnightly	4, fortnightly.
		2,577	67,487 18 3	1,200	35,046 1 4	550 - - -				
HUNTINGDONSHIRE:										
Huntingdon - - -	Dec. 1865 -	1,713	54,540 3 11	529	20,676 7 11	- - -	1816	1866	3	6
KENT:										
Bromley - - -	Dec. 1863 -	976	22,496 11 1	531	12,367 12 4	150 - - -	1816	1864	1	2 to 3
Canterbury - - -	June 1865 -	5,154	149,572 19 6	3,801	121,881 2 2	- - -	1816	1865	2	8
Dartford - - -	April 1864 -	1,401	26,549 16 11	607	11,525 19 3	50 9 6	1816	1864	1	2
Deptford - - -	Dec. 1863 -	1,448	30,712 2 11	469	10,218 18 8	700 - - -	1816	1864	1	2
Greenwich - - -	21 Nov. 1866 -	2,711	68,874 4 -	1,169	32,896 18 10	1,275 - - -	1816	1867	2	6
Ramsgate - - -	June 1866 -	1,278	44,129 6 3	795	28,642 18 3	509 17 10	1818	1866	1	2
Sheerness - - -	24 Aug. 1863 -	153	4,128 - 10	7	213 19 2	- - -	1818	1867	1	1
		13,121	346,463 1 6	7,379	217,747 8 8	2,685 7 4				
LANCASHIRE:										
Blackpool - - -	Feb. 1862 -	141	2,197 5 7	21	648 17 1	- - -	1859	1862	1	1
Fleetwood - - -	17 March 1864 -	200	5,033 17 9	41	1,874 10 10	- - -	1852	1864	1	1
Over Darwen - - -	July 1864 -	115	1,071 16 4	nil	nil	- - -	1860	1864	1	2
Poulton - - -	Aug. 1862 -	879	30,822 18 5	338	15,461 10 1	- - -	1822	1862	1	1
Rawtenstall - - -	July 1862 -	785	27,228 4 7	227	7,567 15 2	- - -	1836	1863	1	2
		2,120	66,354 2 8	627	25,552 13 2	- - -				
LEICESTERSHIRE:										
Lutterworth - - -	Dec. 1865 -	1,016	35,888 19 2	876	31,549 19 2	505 - - -	1822	1866	1	6
Market Harboro' - - -	Jan. 1866 -	773	21,435 17 3	287	10,167 18 2	180 - - -	1838	1867	1	1
		1,789	57,324 16 5	1,163	41,717 17 4	685 - - -				
MIDDLESEX:										
Covent Garden - - -	Dec. 1865 -	1,032	16,774 7 7	745	10,069 6 7	- - -	1816	1866	1	2
Edmonton - - -	13 March 1867 -	464	6,496 6 5	144	1,845 7 9	69 1 9	1829	1867	1	1
Enfield - - -	March 1862 -	369	5,638 14 10	62	1,626 7 5	- - -	1839	1863	1	1
Finchley - - -	Feb. 1862 -	383	1,428 3 5	80	814 6 4	- - -	1859	1862	2	3
Fulham - - -	21 Nov. 1866 -	163	3,433 1 8	110	1,702 11 6	50 - - -	1816	1866	1	1
Holloway - - -	Oct. 1865 -	780	10,636 16 3	90	2,868 10 6	- - -	1856	1867	1	1½
Hornsey - - -	May 1863 -	242	3,988 6 -	10	509 18 10	- - -	1819	1864	1	1
Hoxton - - -	Sept. 1861 -	3,780	19,553 8 6	1,905	5,404 16 8	- - -	1843	1863	3	8
Pimlico - - -	July 1862 -	263	1,905 11 3	27	117 6 11	- - -	1860	1867	-	-
Tottenham - - -	May 1866 -	834	19,396 11 9	407	9,183 16 3	- - -	1829	1866	1	1
		8,310	89,251 7 8	3,580	34,142 8 9	119 1 9				
MONMOUTHSHIRE:										
Tredegar - - -	Jan. 1863 -	185	1,726 5 -	nil	nil	- - -	1855	1863	1	2
NORFOLK:										
East Dereham - - -	Oct. 1863 -	542	9,575 18 10	180	2,420 19 10	43 17 7	1854	1864	1	1
Holt - - -	May 1864 -	102	1,448 - 3	47	820 4 9	- - -	1861	1867	1	1
		644	11,023 19 1	177	3,241 4 7	43 17 7				
NOTTINGHAMSHIRE:										
Mansfield - - -	Dec. 1863 -	2,105	64,671 1 6	1,465	45,936 14 7	600 - - -	1818	1864	1	5
OXFORDSHIRE:										
Burford - - -	27 Nov. 1863 -	311	11,100 2 9	171	6,615 13 10	- - -	1826	1864	1	1
Chipping Norton - - -	May 1864 -	379	5,694 2 2	55	699 16 6	- - -	1860	1865	2	5
		690	16,794 4 11	226	7,315 10 4	- - -				

COUNTY.	Date of Notice to Close.	Number and Amount of Depositors' Balances on 20 November, previous to Date of Notice to Close.		Number and Amount of Accounts Transferred to Post Office Savings Bank.		Compensation to Officers under the Provisions of the Act 26 Vict. c. 14.	Years.		Number of Days in each Week Open.	Number of Hours in each Week Open.
		No.	Amount.	No.	Amount.		Opened.	Closed.		
ENGLAND— <i>continued.</i>										
SALOP:										
Bishops Castle -	30 Nov. 1864 -	150	1,988 13 8	17	506 7 10	- - -	1861	1866	1	1
Cleobury Mortimer -	Sept. 1863 -	142	2,580 3 11	55	451 4 6	14 1 7	1859	1863	1	1
Shiffnal -	Feb. 1864 -	565	15,851 2 9	400	9,952 8 6	319 13 3	1819	1864	Fortnightly	3, fortnightly.
		857	20,420 - 4	472	10,910 - 10	333 14 10				
SOMERSET:										
Weston-super-Mare -	Feb. 1862 -	408	3,644 - -	128	2,110 16 8	- - -	1860	1862	2	3½
STAFFORDSHIRE:										
Bilston -	Feb. 1862 -	No return from this bank.		316	5,435 9 9	- - -	1838	1863	1	2
Burton-on-Trent -	21 Aug. 1866 -	1,637	42,666 1 8	215	6,031 12 8	105 - -	1818	1867	1	1
Stoke-upon-Trent -	27 Jan. 1867 -	343	4,290 2 5	64	968 18 2	- - -	1860	1867	2	2
Walsall -	Sept. 1865 -	1,487	48,492 - 1	882	32,868 17 2	595 - -	1825	1866	1	2
West Bromwich -	Dec. 1863 -	1,943	27,491 1 7	1,376	17,964 13 2	- - -	1846	1864	3	7
Wolverhampton -	21 Nov. 1866 -	1,084	29,818 8 4	759	20,827 1 6	596 - -	1825	1866	1	2
		6,494	152,757 14 1	3,612	84,096 12 5	1,296 - -				
SUFFOLK:										
Coddenham -	May 1864 -	602	16,856 1 1	232	6,193 4 3	- - -	1818	1865	2	4
Ipswich Penny Bank -	Oct. 1862 -	651	704 5 10	nil	nil	- - -	1859	1863	1	2
Southwold -	Oct. 1862 -	143	1,248 16 10	24	318 3 6	- - -	1858	1867	Monthly	2, monthly.
		1,396	18,809 3 9	256	6,511 7 9	- - -				
SURREY:										
Bermondsey -	Dec. 1861 -	563	3,131 8 8	64	1,010 18 3	- - -	1856	1862	1	1
Brixton -	Dec. 1861 -	169	1,063 3 4	24	311 4 11	- - -	1860	1862	1	1½
Carshalton -	Dec. 1863 -	528	11,198 17 11	234	4,583 4 8	42 13 10	1817	1864	1	1½
Clapham -	Dec. 1863 -	1,447	28,411 9 6	679	12,090 16 6	649 19 1	1816	1864	1	1 to 2
Leatherhead -	Jan. 1862 -	37	808 - 6	2	84 19 3	- - -	1860	1862	1	1
Old Kent-road -	Feb. 1865 -	1,979	3,538 12 4	17	668 15 11	- - -	1859	1867	1	2
Wandsworth -	3 Nov. 1862 -	427	6,203 12 6	124	2,969 13 6	- - -	1816	1864	1	1
		5,150	54,855 4 9	1,144	21,719 13 -	692 12 11				
SUSSEX:										
Cuckfield -	Dec. 1862 -	328	7,191 5 1	175	4,161 7 7	15 - -	1836	1864	1	1
WARWICKSHIRE:										
Birmingham -	Dec. 1863 -	33,102	583,461 9 3	23,090	388,971 8 4	6,231 14 6	1827	1864	4	12
Nuneaton -	Aug. 1861 -	200	1,961 4 10	nil	nil	- - -	1856	1861	1	1
Rugby -	Feb. 1864 -	1,668	46,839 7 -	1,444	40,898 13 2	- - -	1818	1867	1	2
		34,970	632,262 1 1	25,134	429,870 1 6	6,231 14 6				
WESTMORELAND:										
Ambleside -	Jan. 1864 -	258	2,503 8 8	149	1,346 12 7	- - -	1857	1864	1	1
Kirkby Stephen -	Dec. 1861 -	375	6,957 11 5	186	3,041 17 8	- - -	1846	1862	Fortnightly	1, fortnightly.
		633	9,461 - 1	335	4,388 10 3	- - -				
WORCESTERSHIRE:										
Bewdley -	10 Jan. 1867 -	388	14,965 3 8	246	7,218 11 11	200 - -	1818	1867	1	1
Evesham -	Jan. 1865 -	1,008	24,516 3 5	369	12,249 2 3	173 7 10	1839	1865	1	2
		1,396	39,481 7 1	615	19,467 14 2	373 7 10				
YORK (North Riding):										
Middlesboro'-on-Tees	June 1866 -	507	6,015 3 1	103	1,302 16 7	- - -	1847	1866	1	2
YORK (West Riding):										
Clayton, West -	Oct. 1863 -	51	494 11 -	1	62 14 2	- - -	1861	1863	1	1
Saddleworth -	Feb. 1864 -	211	6,601 8 -	75	1,940 13 6	- - -	1824	1864	1	4
Sedburgh -	Dec. 1862 -	96	1,100 3 7	7	32 - 8	- - -	1859	1865	Fortnightly	1½ fortnightly.
Skipton -	1 Nov. 1866 -	1,125	38,853 10 9	664	21,126 18 6	150 - -	1818	1866	2	6
		1,483	47,049 13 4	747	23,162 6 10	150 - -				

COUNTY.	Date of Notice to Close.	Number and Amount of Depositors' Balances on 20 November, previous to Date of Notice to Close.		Number and Amount of Accounts Transferred to Post Office Savings Banks.		Compensation to Officers under the Provisions of the Act 26 Vict. c. 14.	Years.		Number of Days in each Week Open.	Number of Hours in each Week Open.
		No.	Amount.	No.	Amount.		Opened.	Closed.		
WALES:										
			£. s. d.		£. s. d.	£. s. d.				
CARNARVONSHIRE:										
Carnarvon	- May 1862	663	2,650 16 1	1	32 2 4	- -	1854	1863	1	2
Port Madoc	- Feb. 1864	206	2,732 8 10	115	110 2 4	- -	1846	1864	2	11
		869	5,383 4 11	116	142 4 8	—				
DENBIGHSHIRE:										
Llangollen	- Dec. 1863	213	3,841 4 11	17	418 8 2	- -	1852	1864	Fortnightly	2, fortnightly.
FLINTSHIRE:										
Flint	- Aug. 1865	109	1,373 19 5	54	1,019 15 11	- -	1860	1867	2	2
GLAMORGANSHIRE:										
Merthyr Tydvil	- Feb. 1862	315	3,745 4 -	76	1,021 4 8	- -	1853	1864	1	2
MERIONETHSHIRE:										
Bala	- Dec. 1863	574	14,386 11 3	169	4,576 4 10	- -	1849	1864	1	1
Dolgelly	- Jan. 1864	759	30,291 5 10	227	8,056 2 11	400 - -	1819	1865	6	36
		1,333	44,677 17 1	396	12,632 7 9	400 - -				
MONTGOMERYSHIRE:										
Machynlleth	- Feb. 1862	306	10,166 3 5	123	4,876 6 10	- -	1834	1865	6	36
Newtown	- Feb. 1864	135	2,960 4 5	nil	nil	- -	1856	1864	1	3
		441	13,126 7 10	123	4,876 6 10	- -				
SCOTLAND:										
ARGYLLSHIRE:										
Glencoe	- May 1862	28	396 16 6	9	215 9 9	- -	1859	1863	1	2
Oban	- Feb. 1864	317	6,255 12 6	nil	nil	- -	1840	1867	1	12
		345	6,652 9 -	9	215 9 9	—				
DUMBARTONSHIRE:										
Dumbarton	- 24 Nov. 1863	1,276	9,546 5 11	155	83 14 -	- -	1846	1865	2	10
EDINBURGH:										
Leith	- 4 Nov. 1863	17	189 3 8	40	52 5 6	- -	1841	1863	2	4
INVERNESS:										
Fort William	- Feb. 1864	211	2,023 5 9	34	283 - -	- -	1859	1864	1	6
WIGTOWN:										
Stranraer	- Jan. 1864	185	1,533 - -	nil	nil	- -	1860	1864	4	4
IRELAND:										
ANTRIM:										
Ballymena	- May 1865	321	1,455 17 8	nil	nil	- -	1860	1865	1	2
Lisburn	- Jan. 1865	118	2,674 9 10	85	1,979 7 10	- -	1838	1865	1	2
		439	4,130 7 6	85	1,979 7 10	—				
DONEGAL:										
Carndonagh	- Feb. 1862	40	906 15 6	41	1,002 10 8	- -	1860	1862	2	4
DOWN:										
Castlewella	- Feb. 1865	101	2,001 14 6	nil	nil	- -	1860	1866	1	1½
TYRONE:										
Omagh	- 21 Nov. 1866	225	6,764 15 10	52	2,432 8 10	- -	1858	1867	1	2
Strabane	- Feb. 1865	414	16,081 14 9	9	110 6 2	175 - -	1821	1865	1	2
		639	22,846 10 7	61	2,542 15 -	175 - -				
WEXFORD:										
Gorey	- April 1862	114	2,550 17 11	44	1,315 10 6	- -	1822	1862	1	1
WICKLOW:										
Arklow	- May 1867	250	8,309 18 7	12	703 6 7	71 10 -	1818	1867	1	4
Bray	- Sept. 1863	232	5,050 12 3	34	88 10 1	20 11 8	1819	1865	1	2
		482	13,360 10 10	46	791 16 8	92 1 8				

A B S T R A C T.

ENGLAND.

	Number of Banks Closed.	Number and Amount of Depositors' Balances, on 20 November, previous to Date of Notice to Close.			Number and Amount of Accounts Transferred to Post Office Savings Bank.			Compensation to Officers under the Provisions of the Act 26 Vict. c. 14.				
		No.	Amount.			No.	Amount.					
			£.	s.	d.		£.	s.	d.	£.	s.	d.
Bedford -	1	1,113	29,386	3	3	453	10,518	13	10	—		
Bucks -	1	212	3,379	5	3	151	2,289	9	11	—		
Cheshire -	3	2,201	76,027	4	2	287	12,313	6	11	175	—	—
Cornwall -	1	1,516	54,638	10	8	507	18,228	1	5	—		
Derby -	2	281	4,010	3	5	97	2,403	14	1	—		
Durham -	1	287	6,617	3	4	nil	nil.			—		
Essex -	7	3,354	85,210	12	11	1,675	47,597	4	8	431	4	4
Gloucester -	1	171	4,636	11	11	2	3	11	10	—		
Hants -	3	2,424	89,845	13	3	1,184	54,083	8	6	743	—	—
Herts -	5	2,577	67,487	18	3	1,200	35,046	1	4	550	—	—
Hunts -	1	1,713	54,540	3	11	529	20,676	7	11	—		
Kent -	7	13,121	346,463	1	6	7,379	217,747	8	8	2,685	7	4
Lancashire -	5	2,120	66,354	2	8	627	25,552	13	2	—		
Leicestershire -	2	1,789	57,324	16	5	1,163	41,717	17	4	685	—	—
Middlesex -	10	8,310	89,251	7	8	3,580	34,142	8	9	119	1	9
Monmouth -	1	185	1,726	5	—	nil	nil.			—		
Norfolk -	2	644	11,023	19	1	177	3,241	4	7	43	17	7
Nottingham -	1	2,105	64,671	1	6	1,465	45,936	14	7	600	—	—
Oxford -	2	690	16,794	4	11	226	7,315	10	4	—		
Salop -	3	857	20,420	—	4	472	10,910	—	10	333	14	10
Somerset -	1	408	3,644	—	—	128	2,110	16	8	—		
Stafford -	6	6,494	152,757	14	1	3,612	84,096	12	5	1,296	—	—
Suffolk -	3	1,396	18,809	3	9	256	6,511	7	9	—		
Surrey -	7	5,150	54,355	4	9	1,144	21,719	13	—	692	12	11
Sussex -	1	328	7,191	5	1	175	4,161	7	7	15	—	—
Warwick -	3	34,970	632,262	1	1	25,134	429,870	1	6	6,231	14	6
Westmoreland -	2	633	9,461	—	1	335	4,388	10	3	—		
Worcester -	2	1,396	39,481	7	1	615	19,467	14	2	373	7	10
York, N. R. -	1	507	6,015	3	1	103	1,302	16	7	—		
York, W. R. -	4	1,483	47,049	13	4	747	23,162	6	10	150	—	—
TOTAL -	89	98,435	2,120,835	1	9	53,423	1,186,515	5	5	15,125	1	1

ABSTRACT--continued.

W A L E S.

	Number of Banks Closed.	Number and Amount of Depositors' Balances on 20 November, previous to Date of Notice to Close.		Number and Amount of Accounts Transferred to Post Office Savings Bank.		Compensation to Officers under the Provisions of the Act 26 Vict. c. 14.
		No.	Amount.	No.	Amount.	
			£. s. d.		£. s. d.	£. s. d.
Carnarvon -	2	869	5,383 4 11	116	142 4 8	—
Denbigh -	1	213	3,841 4 11	17	418 8 2	—
Flintshire -	1	109	1,373 19 5	54	1,019 15 11	—
Glamorgan -	1	315	3,745 4 -	76	1,021 4 8	—
Merioneth -	2	1,333	44,677 17 1	396	12,632 7 9	400 - -
Montgomery -	2	441	13,126 7 10	123	4,876 6 10	—
TOTAL - -	9	3,280	72,147 18 2	782	20,110 8 -	400 - -

S C O T L A N D.

Argyllshire -	2	345	6,652 9 -	9	215 9 9	—
Dumbarton -	1	1,276	9,546 5 11	155	83 14 -	—
Edinburgh -	1	17	189 3 8	40	52 5 6	—
Inverness -	1	211	2,023 5 9	34	283 - -	—
Wigtown -	1	185	1,533 - -	nil	nil.	—
TOTAL - -	6	2,034	19,944 4 4	238	634 9 3	—

I R E L A N D.

Antrim - -	2	439	4,130 7 6	85	1,979 7 10	—
Donegal - -	1	40	906 15 6	41	1,002 10 8	—
Down - -	1	101	2,001 14 6	nil	nil.	—
Tyrone - -	2	639	22,846 10 7	61	2,542 15 -	175 - -
Wexford -	1	114	2,550 17 11	44	1,315 10 6	—
Wicklow -	2	482	13,360 10 10	46	791 16 8	92 1 8
TOTAL - -	9	1,815	45,796 16 10	277	7,632 - 8	267 1 8

SUMMARY.

—	Number of Banks Closed.	Number and Amount of Depositors' Balances on 20 November, previous to Date of Notice to Close.			Number and Amount of Accounts Transferred to Post Office Savings Bank.			Compensation to Officers under the Provisions of the Act 26 Vict. c. 14.				
		No.	Amount.			No.	Amount.					
			£.	s.	d.		£.	s.	d.	£.	s.	d.
ENGLAND -	89	98,435	2,120,835	1	9	53,423	1,186,515	5	5	15,125	1	1
WALES -	9	3,280	72,147	18	2	782	20,110	8	--	400	-	-
SCOTLAND -	6	2,034	19,944	4	4	238	634	9	3	—		
IRELAND -	9	1,815	45,796	16	10	277	7,632	-	8	267	1	8
TOTAL -	113	105,564	2,258,724	1	1	54,720	1,214,892	3	4	15,792	2	9
						(a)	(a)					

(a) In addition to these Accounts, which were made by *Transfer Certificates* only, it is estimated, by the Post Office Authorities, that 180,000*l.* was also paid in *Cash* by about 8,500 of the Depositors in these closed Savings Banks to the Post Office Savings Banks.

SAVINGS BANKS.

1867.

RETURN from each SAVINGS BANK in *England* and *Wales*, *Scotland*, and *Ireland*, containing the Names of the Officers, their respective Salaries, and other Allowances, if any; the Amount of Security each gives; the Number of Accounts remaining Open; the Total Amount Owning to Depositors; the Total Amount Invested with the Commissioners for the Reduction of the National Debt; the Rate of Interest Paid to Depositors on the various Amounts of Deposit, and the Average Rate of Interest on all Accounts; and the Total Amount of the separate Surplus Fund, on 20th November 1867; also, a List of SAVINGS BANKS which have CLOSED; &c.

(*Viscount Cranborne.*)

Ordered, by The House of Commons, to be Printed,
7-July. 1868.

[*Price 1 s.*]

400.

Under 12 oz.

S A V I N G S B A N K S.

RETURN to an Order of the Honourable The House of Commons, dated 20 March 1868 ;—*for*,

RETURN “showing in Detail, Year by Year, the CHARGES Paid for INCIDENTAL EXPENSES out of the FUND for the BANKS for SAVINGS, amounting (as shown in Column 11, in Account No. 1, Parliamentary Paper, No. 88, of the present Session) to the Sum of £. 20,621. 0. 1., stating under what Act or Acts of Parliament the same have been so Paid or Provided for (in continuation of Parliamentary Paper, No. 328, of Session 1865).”

	Postage on Account of Savings Banks.		Postage on Account of Friendly Societies.		Allowance to the Barrister-at-Law appointed to Revise the Rules of Savings Banks, and to his Clerk.		Expenses incurred by the Barrister-at-Law for Printing Rules and Circulars relating to Act 3 Will. 4, c. 14.		Travelling and other Expenses to New Ross, in respect of Defalcations at the Savings Bank at that Place.		Travelling and other Expenses to Killarney and Tralee, in respect of Defalcations at the Savings Banks at those Places.		Travelling and other Expenses to Dublin and Malloy, in respect of Defalcations at the Savings Banks at those Places.		Fees Paid to Attorney and Solicitor General for Opinion as to St. Martin's Place Savings Bank Superannuation Fund.		Allowance to the Barrister-at-Law for Drawing Savings Banks Bills submitted to Parliament, including Fees and Law Stationers' Bills Paid by him.		Extra Services of Clerks in Calculating Annuity Tables, under the Act 3 Will. 4, c. 14.		TOTAL INCIDENTAL EXPENSES.	
	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.
From 20 November 1833 to 20 November 1864, per Parliamentary Paper, No. 328, of Session 1865 - - - - -	7,980	9 -	2,575	13 11	7,703	4 9	30	17 6	113	13 -	89	10 10	82	2 5	12	17 -	504	19 6	92	6 -	19,185	13 11
Year Ending—																						
20 November 1865 - - - - -	202	1 6	-	-	307	10 -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	509	11 6
" 1866 - - - - -	183	11 11	-	-	295	- -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	478	11 11
" 1867 - - - - -	159	12 9	-	-	287	10 -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	447	2 9
£.	8,525	15 2	2,575	13 11	8,593	4 9	30	17 6	113	13 -	89	10 10	82	2 5	12	17 -	504	19 6	92	6 -	20,621	- 1

National Debt Office,
24 March 1868.

These Expenses have been paid under the authority of the Act 3 Will. 4, c. 14.

A. F. Spearman,
Comptroller General.

SAVINGS BANKS.

RETURN, showing in Detail, Year by Year, the CHARGES Paid for INCIDENTAL EXPENSES out of the FUND for the BANKS for SAVINGS, amounting (as shown in Column II, in Account No. 1, Parliamentary Paper, No. 88, of the present Session) to the Sum of £.20,621. 0. 1., stating under what Act or Acts of Parliament the same have been so Paid or Provided for (in continuation of Parliamentary Paper, No. 328, of Session 1865).

(*Mr. Henley.*)

*Ordered, by The House of Commons, to be Printed,
26 March 1868.*

NATIONAL DEBT
(SAVINGS BANKS AND FRIENDLY SOCIETIES, &c.).

SAVINGS BANKS AND FRIENDLY SOCIETIES :

- 1.—AN ACCOUNT of the GROSS AMOUNT of all SUMS Received and Paid by the COMMISSIONERS for the REDUCTION of the NATIONAL DEBT on account of BANKS for SAVINGS and FRIENDLY SOCIETIES in *Great Britain and Ireland*, from their Commencement at 6th August 1817 to the 20th November 1867 inclusive:—Of the AGGREGATE AMOUNT of the Separate SURPLUS FUND of all SAVINGS BANKS at 20th November 1867, and of the GROSS AMOUNT of all SUMS Transferred to or Paid out of such Surplus Fund in the course of the Year ended 20th November 1867:—And, of all EXPENSES incurred by the said COMMISSIONERS for SALARIES of CLERKS, or other Incidental Expenses, during the Year ended 20th November 1867.
- 2.—AN ACCOUNT, setting forth in detail the whole of the several Transactions which have taken place during the Year ended 20th November 1867, in the INVESTMENT of all MONEYS which came into the hands of the COMMISSIONERS for the REDUCTION of the NATIONAL DEBT, for SAVINGS BANKS and FRIENDLY SOCIETIES, and of all the Variations which have taken place during such Year in the Securities held by the said COMMISSIONERS for those Institutions.
- 3.—AN ACCOUNT showing the AGGREGATE AMOUNT of the LIABILITIES of the Government to the TRUSTEES of SAVINGS BANKS and FRIENDLY SOCIETIES respectively, on 20th November 1867, and the Nature, Amount, and Value of the Securities (taken at the Price of that day) held by the COMMISSIONERS for the REDUCTION of the NATIONAL DEBT to meet the same, and the Amount of the Deficiency thereon.

ANNUITIES :

- 4.—AN ACCOUNT of the GROSS AMOUNT of all BANK ANNUITIES and LONG ANNUITIES, and any other ANNUITIES for TERMS of YEARS Transferred, and of all Sums paid to the COMMISSIONERS for the REDUCTION of the NATIONAL DEBT; and the GROSS AMOUNT of ANNUITIES for LIVES and for TERMS of YEARS which have been granted for the same, under the Provisions of the Acts 10 Geo. IV. c. 24, 3 Will. IV. c. 14, and 16 & 17 Vict. c. 45, within the Year ending 5th January 1868.

MILITARY SAVINGS BANKS :

- 5.—AN ACCOUNT of the GROSS AMOUNT of all SUMS Received and Paid by the COMMISSIONERS for the REDUCTION of the NATIONAL DEBT, and of the GROSS AMOUNT of Stock Bought and Sold by and Transferred to the said COMMISSIONERS, on account of "The FUND for the MILITARY SAVINGS BANKS," pursuant to Act 8 & 9 Vict. c. 27, s. 5, from the 19th September 1845 to the 5th January 1868.

(PRESENTED PURSUANT TO ACTS OF PARLIAMENT.)

Ordered, by The House of Commons, to be Printed,
17 February 1868.

— 1. —

SAVINGS BANKS AND FRIENDLY SOCIETIES.

AN ACCOUNT of the GROSS AMOUNT of all SUMS Received and Paid by the COMMISSIONERS for the REDUCTION of the Commencement at 6th August 1817 to the 20th November 1867 inclusive;

From 6 August 1817 to 20 November 1867 inclusive.	GROSS AMOUNT of all Sums received from Trustees, and Interest credited to them, including Interest up to and due upon 20 Nov. 1867.	GROSS AMOUNT of all Sums paid to Trustees, including Interest.	GROSS AMOUNT of all Sums, Stocks, Funds, Annuities, and other		
			£. 3 per Cents.	£. 2. 10 s. per Cents.	TOTAL STOCK.
	Col. 1. £. s. d.	Col. 2. £. s. d.	Col. 3. £. s. d.	Col. 4. £. s. d.	Col. 5. £. s. d.
GREAT BRITAIN and IRELAND - } Savings Banks -	93,517,749 17 8	56,724,838 7 2	950,416 5 2	31,900 - -	982,316 5 2
GREAT BRITAIN and IRELAND - } Friendly Societies, 59 Geo. 3, c. 128, and 10 Geo. 4, c. 56	5,330,103 1 2	3,819,908 1 11	679,507 19 8	- - -	679,507 19 8
GREAT BRITAIN and IRELAND - } Friendly Societies, 13 & 14 Vict. c. 115 - -	408,649 14 8	115,367 17 -	318,946 4 4	- - -	318,946 4 4
TOTAL FRIENDLY SOCIETIES - £.	5,738,752 15 10	3,935,275 18 11	998,454 4 -	- - -	998,454 4 -
TOTAL - { SAVINGS BANKS and FRIENDLY SOCIETIES } £.	99,256,502 13 6	60,660,114 6 1	1,948,870 9 2	31,900 - -	1,980,770 9 2

Besides the above-named Securities, the following Balances remained uninvested on the 20th November 1867; viz.

AN ACCOUNT of the AGGREGATE AMOUNT of the SEPARATE SURPLUS FUND of all SAVINGS BANKS, at 20th November 1867; and of the GROSS AMOUNT of all Sums Transferred to or Paid out of such Surplus Fund in the course of the Year ended 20th November 1867.

	£.	s.	d.
Balance on Separate Surplus Fund, at 20th November 1866 - - - -	393,200	1	5
Transferred to Separate Surplus Fund during year ended 20th November 1867 -	18,075	13	9
	411,275	15	2
Paid out of Separate Surplus Fund during year ended 20th November 1867 -	5,456	1	4
Balance at 20th November 1867 - - - £.	405,819	13	10

— 1. —

SAVINGS BANKS AND FRIENDLY SOCIETIES.

NATIONAL DEBT on Account of BANKS for SAVINGS and FRIENDLY SOCIETIES in *Great Britain and Ireland*, from their prepared under the following Heads, pursuant to 26 & 27 Vict. c. 87.

Securities, standing in the Names of the Commissioners.				SUMS PAID for the Purchase of such Stocks, Funds, Annuities, and other Securities.	Incidental Expenses.	TOTAL Sums Paid by Commissioners.	GROSS AMOUNT of Interest or Dividends received by the said Commissioners, including Annuities for Terms of Years.	GROSS AMOUNT of Interest paid and credited to Savings Banks and Friendly Societies by such Commissioners, including Interest up to and due upon 20 November 1867
Turkish Guaranteed £. 4 p' Cent. Bonds.	Advanced to Metropolitan Board of Works for Thames Embankment and New Street to the Mansion House, per Act 27 & 28 Vict. c. 81.	Annuities for Terms of Years, ending 5 April 1885 and 5 July 1885.	Red Sea and India Telegraph Annuities.					
Col. 6. £.	Col. 7. £.	Col. 8. £. s.	Col. 9. £.	Col. 10. £. s. d.	Col. 11. £. s. d.	Col. 12. £. s. d.	Col. 13. £. s. d.	Col. 14. £. s. d.
181,500	250,000	5 April 1885 1,084,983 19 5 July 1885 1,315,203 -	2,200	33,904,041 11 1	20,621 - 1	33,924,662 11 2	38,720,875 16 4	41,361,788 11 9
-	-	-	-	738,650 4 7	-	738,650 4 7	1,562,066 6 10	2,331,539 11 8
-	-	-	-	293,205 12 6	-	293,205 12 6	63,914 2 6	61,327 12 3
-	-	-	-	1,031,855 17 1	-	1,031,855 17 1	1,625,980 9 4	2,392,867 3 11
181,500	250,000	5 April 1885 1,084,983 19 5 July 1885 1,315,203 -	2,200	34,935,897 8 2	20,621 - 1	34,956,518 8 3	40,346,856 5 8	43,754,655 15 8

	£.	s.	d.
Balance in Banks of England and Ireland (less Drafts issued, but not paid); Savings Banks, United Kingdom	227,336	3	11
Ditto - Bank of England - - - ditto - - Friendly Societies, United Kingdom	4,734	5	3
	£.	232,070	9 2

AN ACCOUNT of all EXPENSES incurred by the said COMMISSIONERS for SALARIES of CLERKS, or other Incidental Expenses, during the Year ended 20th November 1867.

The CHARGES of MANAGEMENT under this Head are not distinguished from the General Management of the Office of the Commissioners; but, so far as the same can be estimated, they may have amounted to 6,400 £.

— 2. —

AN ACCOUNT, setting forth in detail the whole of the several Transactions which have taken place hands of the COMMISSIONERS for the REDUCTION of the NATIONAL DEBT for SAVINGS BANKS and Securities held by the said COMMISSIONERS for those Institutions.

SUMS Received on Account of SAVINGS BANKS.

	For Stock and other Securities Sold and Paid Off.				TOTAL Sums Received.
	Consolidated £.3 per Cents. Sold.	Turkish Guaranteed £.4 per Cent. Bonds Paid Off.	Annuities for Terms of Years ending 5th April 1885 Sold.	Price.	
Balance in the Bank—	£. s. d.	£. s. d.	£. s. d.		£. s. d.
21 November - - 1866	- - -	- - -	- - -	- - -	346,489 19 1
31 December - - -	- - -	- - -	2,094 - -	- - -	28,000 - -
19 January - - - 1867	- - -	- - -	7,474 - -	- - -	100,000 - -
4 June - - - -	- - -	- - -	3,822 - -	- - -	50,000 - -
13 June - - - -	- - -	- - -	1,680 - -	- - -	22,000 - -
19 June - - - -	- - -	- - -	3,244 - -	- - -	42,500 - -
28 June - - - -	17,019 17 4	- - -	- - -	94½	16,105 1 -
28 June - - - -	- - -	- - -	1,525 - -	- - -	20,000 - -
29 June - - - -	13,849 2 6	- - -	- - -	94½	12,631 12 3
1 August - - - -	- - -	3,200 - -	- - -	par.	3,200 - -
£.	30,868 19 10	3,200 - -	19,839 - -		640,926 12 4
Sums received from Trustees during the Year ended 20th November 1867 -					682,097 - 3
Transferred from Post Office Savings Banks - ditto ditto -					2,436 7 4
Dividends and Interest on Stock and other Securities received during the Year ended 20th November 1867.					1,506,836 10 -
£.					2,832,296 9 11

— 2. —

during the Year ended 20th November 1867, in the INVESTMENT of all MONEYS which came into the FRIENDLY SOCIETIES, and of all the Variations which have taken place during such Year, in the

INVESTMENTS made and SUMS paid on Account of SAVINGS BANKS.

	In Stock and other Securities.					TOTAL Sums Paid.
	New £. 3 per Cents.	Reduced £. 3 per Cents.	Annuities for Terms of Years ending 5th April 1885.	Advances to the Metropolitan Board of Works for the Purposes of the Embankment and Improvement Acts, per 27 & 28 Vict. c. 61.	Price.	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.
8 February - - 1867	20,000 - -	- -	- -	- -	90 $\frac{1}{8}$	18,025 - -
18 March - - "	20,000 - -	- -	- -	- -	89 $\frac{1}{2}$	17,900 - -
9 April - - "	20,000 - -	- -	- -	- -	88 $\frac{1}{2}$	17,700 - -
10 April - - "	20,000 - -	- -	- -	- -	88 $\frac{3}{8}$	17,675 - -
11 April - - "	20,000 - -	- -	- -	- -	88 $\frac{1}{2}$	17,700 - -
12 April - - "	20,000 - -	- -	- -	- -	88 $\frac{7}{8}$	17,775 - -
13 April - - "	20,000 - -	- -	- -	- -	89 $\frac{1}{4}$	17,825 - -
15 April - - "	20,000 - -	- -	- -	- -	89 $\frac{1}{4}$	17,850 - -
16 April - - "	20,000 - -	- -	- -	- -	89 $\frac{1}{2}$	17,925 - -
17 April - - "	20,000 - -	- -	- -	- -	89 $\frac{3}{8}$	17,875 - -
30 April - - "	- -	- -	- -	150,000 - -	par.	150,000 - -
10 July - - "	5,000 - -	- -	- -	- -	93 $\frac{7}{8}$	4,693 15 -
10 July - - "	16,200 - -	- -	- -	- -	94	15,228 - -
11 July - - "	21,200 - -	- -	- -	- -	94 $\frac{1}{2}$	19,981 - -
12 July - - "	21,200 - -	- -	- -	- -	94 $\frac{1}{2}$	19,981 - -
15 July - - "	- -	- -	6,096 - -	- -	-	80,000 - -
21 August - - "	20,000 - -	- -	- -	- -	94 $\frac{1}{2}$	18,900 - -
24 August - - "	20,000 - -	- -	- -	- -	94 $\frac{3}{8}$	18,975 - -
26 August - - "	20,000 - -	- -	- -	- -	94 $\frac{7}{8}$	18,975 - -
14 September - - "	10,000 - -	- -	- -	- -	93	9,300 - -
14 September - - "	10,000 - -	- -	- -	- -	93 $\frac{1}{8}$	9,312 10 -
16 September - - "	20,000 - -	- -	- -	- -	93 $\frac{1}{4}$	18,625 - -
21 September - - "	20,000 - -	- -	- -	- -	93 $\frac{1}{2}$	18,650 - -
23 September - - "	20,000 - -	- -	- -	- -	93 $\frac{1}{2}$	18,625 - -
19 October - - "	10,000 - -	- -	- -	- -	92 $\frac{3}{4}$	9,225 - -
19 October - - "	10,000 - -	- -	- -	- -	92 $\frac{3}{4}$	9,237 10 -
22 October - - "	20,000 - -	- -	- -	- -	92 $\frac{3}{4}$	18,500 - -
25 October - - "	- -	20,000 - -	- -	- -	92 $\frac{3}{4}$	18,575 - -
26 October - - "	20,000 - -	- -	- -	- -	92 $\frac{3}{8}$	18,525 - -
31 October - - "	- -	- -	3,912 - -	- -	-	50,000 - -
9 November - - "	20,000 - -	- -	- -	- -	92 $\frac{7}{8}$	18,575 - -
11 November - - "	- -	- -	7,813 - -	- -	-	100,000 - -
11 November - - "	20,000 - -	- -	- -	- -	92 $\frac{7}{8}$	18,575 - -
12 November - - "	20,000 - -	- -	- -	- -	92 $\frac{7}{8}$	18,575 - -
£.	523,600 - -	20,000 - -	17,821 - -	150,000 - -		879,283 15 -
Drafts paid to Trustees during the Year ended 20th November 1867 - 1,548,234 11 8						
Transfers to Post Office Savings Banks ended 20th November 1867 - 176,994 16 7						
Incidental Expenses during the Year ended 20th November 1867 - 447 2 9						
Balance in Banks of England and Ireland on 20th November 1867 - 227,336 3 11						
£. 2,832,296 9 11						

FRIENDLY SOCIETIES (per 59 Geo. 3, c. 128, and 10 Geo. 4, c. 56).

Sums Received, and Stock Sold in the Year ended 20th November 1867.					Sums Paid in the Year ended 20th November 1867.				
		New £. 3 per Cents.	Price.	Total Sums Received.			Total Sums Paid.		
		£. s. d.	£.	£. s. d.			£. s. d.		
Balance in the Bank: }		- -	- -	2,581 11 5					
21 November 1866 }									
5 December "	19,028 11 5	87 $\frac{1}{2}$	16,650 - -						
12 December "	6,300 - -	87 $\frac{3}{8}$	5,504 12 6						
26 December "	4,400 - -	89	3,916 - -						
15 January - 1867	5,500 - -	90 $\frac{1}{4}$	4,963 15 -						
16 March "	3,300 - -	89 $\frac{1}{2}$	2,953 10 -						
24 April "	3,900 - -	89 $\frac{1}{2}$	3,480 15 -						
3 May "	12,000 - -	89 $\frac{1}{2}$	10,710 - -						
25 May "	5,300 - -	91 $\frac{1}{2}$	4,836 5 -						
17 June "	8,000 - -	93 $\frac{1}{2}$	7,480 4 1						
3 July "	4,278 1 6	93 $\frac{1}{2}$	4,000 - -						
6 July "	2,666 13 4	93 $\frac{3}{4}$	2,500 - -						
15 July "	7,400 - -	93 $\frac{7}{8}$	6,946 15 -						
16 September "	3,200 - -	93 $\frac{1}{8}$	2,980 - -						
£.		85,273 6 3		79,503 3 11					
Sums received from Trustees during the year ended 20th November 1867 - - - }					941 - -	Drafts paid during the year ended 20th November 1867 }		99,556 12 2	
Dividends on Stock received during the year ended 20th November 1867 - - - }					21,183 18 1	Balance in the Bank on the 20th November 1867 - }		2,071 9 10	
£.					101,628 2 -	£.		101,628 2 -	

FRIENDLY SOCIETIES (per 13 & 14 Vict. c. 115).

Sums Received in the Year ended 20th November 1867.				Sums Paid, and Stock Bought in the Year ended 20th November 1867.					
		Total Sums Received.				New £. 3 per Cents.	Price.	Total Sums Paid.	
		£.	s. d.			£.	s. d.	£.	£. s. d.
Balance in the Bank: } - -		7,911	6 1	5 December 1866		6,857	2 10	87 $\frac{1}{2}$	6,000 - -
21 November 1866 }				12 December "		1,100	- -	87 $\frac{3}{8}$	961 2 6
				26 December "		4,400	- -	89	3,916 - -
				16 March - 1867		3,300	- -	89 $\frac{1}{2}$	2,953 10 -
				12 April - "		5,600	- -	88 $\frac{7}{8}$	4,977 - -
				24 April - "		3,900	- -	89 $\frac{1}{4}$	3,480 15 -
				25 May - "		1,000	- -	91 $\frac{1}{4}$	912 10 -
				3 July - "		4,278	1 6	93 $\frac{1}{2}$	4,000 - -
				6 July - "		2,666	13 4	93 $\frac{3}{4}$	2,500 - -
				15 July - "		7,400	- -	93 $\frac{7}{8}$	6,946 15 -
				16 September "		4,800	- -	93 $\frac{1}{8}$	4,470 - -
				24 October "		6,400	- -	92 $\frac{3}{8}$	5,928 - -
				£.		51,701	17 8		47,045 12 6
Sums received from Trustees } during the year ended 20th November 1867 -		37,950	8 8	Drafts paid during the year ended 20th } November 1867 - - - - - }					4,963 11 1
Dividends on Stock received } during the year ended 20th November 1867 -		8,810	4 3	Balance in the Bank on the 20th November } 1867 - - - - - }					2,662 15 5
£.		54,671	19 -					£.	54,671 19 -

— 3. —

AN ACCOUNT showing the AGGREGATE AMOUNT of the LIABILITIES of the GOVERNMENT to the TRUSTEES of SAVINGS BANKS and FRIENDLY SOCIETIES respectively, on 20th November 1867, and the Nature, Amount, and Value of the Securities (taken at the Price of that Day) held by the COMMISSIONERS for the REDUCTION of the NATIONAL DEBT to meet the same, and the Amount of the Deficiency thereon.

	Amount of Principal Money Received from and Interest Credited to the Trustees, including Interest due upon the 20th November 1867.	Amount of Principal and Interest Money paid to the Trustees, including Surplus Fund Drafts.	Amount of Money, Principal and Interest, due to the Trustees by the Commissioners on the 20th November 1867, including 405,819 <i>l.</i> 13 <i>s.</i> 10 <i>d.</i> standing to the Credit of the Trustees on the Separate Surplus Fund Account.	Value of the Securities held by the Commissioners on the 20th November 1867, at the Prices of that Day, to provide the Amount due by the Commissioners to the Trustees, for Principal and Interest. (See Detail below.)	Amount of Deficiency.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
UNITED KINGDOM, Savings Banks	93,517,749 17 8	56,724,838 7 2	36,792,911 10 6	34,070,809 14 7	2,722,101 15 11
UNITED KINGDOM, Friendly So- cieties, 59 Geo. 3, c. 128, and 10 Geo. 4, c. 56	5,330,103 1 2	3,819,908 1 11	1,510,194 19 3	632,029 15 3	878,165 4 -
UNITED KINGDOM, Friendly So- cieties, 13 & 14 Vict. c. 115	408,649 14 8	115,367 17 -	293,281 17 8	299,049 14 -	5,767 16 4 Surplus.
TOTAL FRIENDLY SOCIETIES £.	5,738,752 15 10	3,935,275 18 11	1,803,476 16 11	931,079 9 3	872,397 7 8
TOTAL { SAVINGS BANKS and FRIENDLY SOCIETIES } £.	99,256,502 13 6	60,660,114 6 1	38,596,388 7 5	35,001,889 3 10	3,594,499 3 7

Securities held by the Commissioners.	Amount.	Price on 20th Nov. 1867.	Money Value of Securities.
	£. s. d.	£.	£. s. d.
ON ACCOUNT OF SAVINGS BANKS:			
Consolidated 3 per Cent. Stock	606,816 5 2	94½	574,199 17 8
Reduced 3 per Cent. Stock	20,000 - -	92½	18,525 - -
New 3 per Cent. Stock	323,600 - -	92½	299,734 10 -
New 2½ per Cent. Stock	31,900 - -	77½	24,722 10 -
Turkish Guaranteed 4 per Cent. Bonds	181,500 - -	103½	187,398 15 -
Advanced to Metropolitan Board of Works for Thames Embankment and New Street to the Mansion House, per Act 27 & 28 Vict. c. 61	250,000 - -	- - -	250,000 - -
Annuities for Terms of Years, ending 5 April 1885	1,084,983 19 -	- - -	2,055 18 -
Ditto - - - ditto - - - 5 July 1885	1,305,203 - -	- - -	14,433,185 - -
Red Sea and India Telegraph Annuities	2,200 - -	20½	18,009,102 - -
Balance in Banks of England and Ireland	- - -	- - -	44,550 - -
			227,336 3 11
		TOTAL - - - £.	34,070,809 14 7
ON ACCOUNT OF FRIENDLY SOCIETIES, 59 Geo. 3, c. 128, and 10 Geo. 4, c. 56:			
Consolidated 3 per Cent. Stock	28,200 - -	94½	26,684 5 -
Reduced 3 per Cent. Stock	182,500 - -	92½	169,040 12 6
New 3 per Cent. Stock	468,807 19 8	92½	434,233 7 11
Balance in Bank of England	- - -	- - -	2,071 9 10
		TOTAL - - - £.	632,029 15 3
ON ACCOUNT OF FRIENDLY SOCIETIES, 13 & 14 Vict. c. 115:			
Consolidated 3 per Cent. Stock	48,150 - -	94½	45,561 18 9
Reduced 3 per Cent. Stock	73,800 - -	92½	68,357 5 -
New 3 per Cent. Stock	196,996 4 4	92½	182,467 14 10
Balance in Bank of England	- - -	- - -	2,662 15 5
		TOTAL - - - £.	299,049 14 -

B. DISRAELI.
THOS. N. HUNT, Gov.
R. W. CRAWFORD, Dep. Gov. } Commissioners.

National Debt Office, }
12 February 1868. }

A. Y. Spearman,
Comptroller General.

— 4. —

ANNUITIES.

AN ACCOUNT of the GROSS AMOUNT of all BANK ANNUITIES and LONG ANNUITIES, and any other ANNUITIES for TERMS of YEARS transferred, and of all Sums paid to the COMMISSIONERS for the REDUCTION of the NATIONAL DEBT; and the GROSS AMOUNT of ANNUITIES for LIVES and for TERMS of YEARS which have been granted for the same, under the Provisions of the Acts 10 Geo. IV. c. 24, 3 Will. IV. c. 14, and 16 & 17 Vict. c. 45, within the Year ending 5 January 1868.

	TRANSFERRED AND PAID TO COMMISSIONERS.						ANNUITIES GRANTED.	
	£. s. per Cent. Consols.	£. s. per Cent. Reduced.	New £. s. per Centa.	£. 2½ per Centa.	TOTAL STOCK.	Money Paid, including Commission.	Immediate.	Deferred.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
For Life Annuities, per 10 Geo. IV. c. 24 - - -	137,482 13 3	77,475 - -	95,918 14 11	911 - -	311,787 8 2	244,348 5 -	49,131 2 -	Nil.
For Life Annuities, per 3 Will. IV. c. 14, and 16 & 17 } Vict. c. 45 - - - - - }	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	119,325 11 4	10,499 3 8	- - -
Transferred and paid for Life Annuities - £.	137,482 13 3	77,475 - -	95,918 14 11	911 - -	311,787 8 2	363,673 16 4	59,630 5 8	- - -
For Annuities for Terms of Years, 10 Geo. IV. c. 24 -	549 - -	- - - -	3,003 - -	- - - -	3,552 - -	4,547 7 -	654 17 6	- - -
For Annuities for Terms of Years, per 3 Will. IV. c. 14 -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - -
Transferred and paid for Annuities for Terms } of Years - - - - - }	549 - -	- - - -	3,003 - -	- - - -	3,552 - -	4,547 7 -	654 17 6	- - -
JOINTLY - - - - - £.	138,031 13 3	77,475 - -	98,921 14 11	911 - -	315,389 8 2	368,221 3 4	60,285 3 2	- - -

B. DISRAELI.
THOS. N. HUNT, Gov.
R. W. CRAWFORD, Dep. Gov.
A. Y. Spearman,
Comptroller General.

National Debt Office,
12 February 1868.

— 5. —

MILITARY SAVINGS BANKS.

AN ACCOUNT of the GROSS AMOUNT of all Sums Received and Paid by the COMMISSIONERS for the REDUCTION of the NATIONAL DEBT, and of the GROSS AMOUNT of STOCK Bought and Sold by and Transferred to the said COMMISSIONERS on account of "The FUND for the MILITARY SAVINGS BANKS," pursuant to Act 8 & 9 Vict. c. 27, s. 5, from the 19th September 1845 to the 5th January 1868.

	Consolidated £. 3 per Cents.	Reduced £. 3 per Cents.	New £. 3 per Cents.	TOTAL STOCK.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Transferred to the Commissioners by the Paymaster-General - - -	15,062 18 8	- - -	- - -	15,062 18 8
Purchased with Money received from the Paymaster-General, and with the } Amount of accumulated Dividends as received - - - - - }	104,394 17 7	94,754 17 6	262,827 17 1	461,977 12 2
TOTAL STOCK bought and transferred - - - - -	119,457 16 3	94,754 17 6	262,827 17 1	477,040 10 10
TOTAL STOCK sold by order of the Secretary of State for War - -	78,118 5 10	- - -	28,465 8 8	106,583 14 6
TOTAL STOCK at the Account of "The Fund for the Military Savings } Banks" at 5th January 1868 - - - - - }	41,339 10 5	94,754 17 6	234,362 8 5	370,456 16 4

	CASH RECEIVED.
Total Sums received and applied by the Commissioners to the Purchase of 461,977 l. 12 s. 2 d. } £. 3 per Cent. Stock, as above - - - - - }	£. s. d. 432,099 10 7
Deduct the Value received for 106,583 l. 14 s. 6 d. £. 3 per Cent. Stock, sold by order of } the Secretary of State for War - - - - - }	98,969 2 11
	£. 333,130 7 8

B. DISRAELI.
THOS. N. HUNT, Gov. } Commissioners.
R. W. CRAWFORD, Dep. Gov. }

National Debt Office, }
12 February 1868. }

A. Y. Spearman,
Comptroller General.

NATIONAL DEBT
(SAVINGS BANKS AND FRIENDLY SOCIETIES, &c.)

ACCOUNTS of the Gross Amount of all Sums Received and Paid by the Commissioners for the Reduction of the NATIONAL DEBT on account of BANKS for SAVINGS and FRIENDLY SOCIETIES in *Great Britain and Ireland*; of the Gross Amount of all BANK ANNUITIES and LONG ANNUITIES, and any other ANNUITIES for Terms of Years Transferred, and of all Sums of Money paid to the COMMISSIONERS for the Reduction of the NATIONAL DEBT; and the Gross Amount of ANNUITIES for Lives and for Terms of Years which have been granted for the same; and of the Gross Amount of all Sums Received and Paid by the Commissioners on account of "The Fund for the MILITARY SAVINGS BANKS," &c.

(*Presented pursuant to Acts of Parliament.*)

*Ordered, by The House of Commons, to be Printed,
17 February 1868.*

SUPERANNUATIONS
(PUBLIC OFFICES).

AN ACCOUNT

OF ALL

ALLOWANCES or COMPENSATIONS granted as RETIRED ALLOWANCES or SUPERANNUATIONS in all PUBLIC OFFICES or DEPARTMENTS which remained payable on the 1st January 1867; the Annual Amount which was granted in the Year 1867; the Annual Amount which ceased within the Year; and the Total Amount remaining payable on the 31st December 1867.

(Presented to Parliament pursuant to Act 4 & 5 WILL. IV. c. 24, s. 22.)

*Ordered, by The House of Commons, to be Printed,
26 March 1868.*

AN ACCOUNT of all ALLOWANCES or COMPENSATIONS granted as RETIRED ALLOWANCES or SUPERANNUATIONS which was granted in the Year 1867; the Annual Amount which ceased within

No.	DEPARTMENTS.	COMPENSATION ALLOWANCES.		
		Annual Amount of Allowances which remained payable on 1st January 1867.	Annual Amount of Allowances granted in the Year 1867.	Annual Amount of Allowances ceased in the Year 1867.
		£. s. d.	£. s. d.	£. s. d.
1	Treasury (including Solicitor's Office) - - - -	4,084 13 4	800 - -	- - -
2	Privy Council Office - - - -	115 - -	- - -	- - -
3	Ditto - - - - Education Department - - - -	133 6 8	- - -	- - -
4	Board of Trade, including the Offices of the Registrars of Seamen, Joint Stock Companies, and Designs - - - -	2,335 - -	1,883 6 8	150 - -
5	Secretary of State for the Home Department - - - -	110 - -	- - -	110 - -
6	Public Record Office - - - -	110 - -	- - -	- - -
7	Convict Prisons Establishment - - - -	2,189 8 9	976 2 -	29 12 8
8	Colonial and other Convict Establishments - - - -	10,827 16 7	16 1 -	- - -
9	Secretary of State, Foreign Department - - - -	1,735 - -	- - -	- - -
10	Ditto - - - Colonial Department - - - -	- - -	1,308 6 8	- - -
11	Ditto - - - for War, Commander in Chief, &c. - - - -	41,324 11 4	435 10 2	2,689 18 8
12	Admiralty and Subordinate Departments - - - -	18,841 9 4	583 6 8	715 - -
13	Late Navy Pay Office - - - -	2,009 13 4	- - -	- - -
14	Paymaster General's Office - - - -	9,202 8 9	- - -	116 - -
15	Customs - - - -	72,257 5 9	271 6 5	5,566 17 1
16	Inland Revenue - - - -	29,227 10 4	6,119 15 10	2,250 6 5
17	Post Office - - - -	3,231 - -	448 7 10	40 - -
18	Mint - - - -	3,002 12 -	- - -	48 - -
19	Exchequer and Audit Department - - - -	1,401 - 3	6,354 17 1	- - -
20	National Debt Office - - - -	147 - -	- - -	- - -
21	Registrar of Deeds, Ireland - - - -	- - -	- - -	- - -
22	Office of Woods - - - -	2,358 8 -	- - -	- - -
23	Office of Works - - - -	1,616 6 -	48 14 8	- - -
24	Stationery Office - - - -	- - -	333 6 8	- - -
25	Registrar General's Office - - - -	389 7 4	- - -	- - -
26	Poor Law Board, England - - - -	- - -	- - -	- - -
27	Ditto - - - Ireland - - - -	3,389 2 1	- - -	338 6 8
28	Registrar General, Ireland - - - -	- - -	- - -	- - -
29	National Gallery - - - -	- - -	- - -	- - -
30	Late Insolvent Debtors' Court - - - -	5,128 13 9	- - -	- - -
31	Officers of the late Queen's Prison - - - -	1,245 13 11	- - -	- - -
32	Queen's Remembrancer, Exchequer - - - -	- - -	- - -	- - -
33	Consuls Abroad - - - -	11,340 3 4	- - -	850 - -
34	Slave Trade Commissions - - - -	773 - -	900 - -	- - -
35	Miscellaneous Pensions for Services in the Colonies - - - -	- - -	- - -	- - -
36	Emigration Office - - - -	666 13 4	- - -	- - -
37	Public Works Loan and West India Relief Commissions - - - -	- - -	- - -	- - -
38	Inspectors of Factories - - - -	- - -	- - -	- - -
39	Miscellaneous Offices - - - -	7,115 13 10	- - -	670 15 -
40	Exchequer and Miscellaneous Offices, Scotland - - - -	73 - -	- - -	- - -
41	Chief Secretary's Office Ireland - - - -	2,759 15 -	- - -	- - -
42	Commissioners of Public Works, Ireland - - - -	1,624 5 8	- - -	113 - -
43	General Survey and Valuation Office, Ireland - - - -	1,749 7 8	- - -	- - -
44	Miscellaneous Abolished Offices, Ireland - - - -	7,591 14 1	18 5 -	- - -
45	Late Paymaster of Civil Services, Ireland - - - -	550 - -	- - -	- - -
46	Directors of Convict Prisons, Ireland - - - -	1,635 16 -	- - -	16 13 4
47	Officers, Courts of Justice, Ireland - - - -	353 16 8	1,086 6 9	- - -
48	National Education Commissioners, Ireland - - - -	176 13 4	- - -	- - -
49	Common Law Courts - - - -	- - -	- - -	- - -
50	Criminal Law Examiners - - - -	- - -	- - -	- - -
	TOTALS - - - £.	252,872 6 5	21,583 13 5	13,704 9 10

Whitehall, Treasury Chambers, }
25 March 1868.

G. SCLATER BOOTH.

in all PUBLIC OFFICES or DEPARTMENTS, which remained payable on the 1st January 1867; the Annual Amount the Year; and the Total Amount remaining payable on the 31st December 1867.

SUPERANNUATION ALLOWANCES.					TOTAL Compensation and Superannuation Allowances remaining payable on 31st December 1867.	No.
Annual Amount of Allowances which remained payable on 31st December 1867.	Annual Amount of Allowances which remained payable on 1st January 1867.	Annual Amount of Allowances granted in the Year 1867.	Annual Amount of Allowances ceased in the Year 1867.	Annual Amount of Allowances which remained payable on 31st December 1867.		
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
4,884 13 4	7,439 6 8	500 - -	- - -	7,939 6 8	12,824 - -	1
115 - -	1,276 - -	112 - -	276 - -	1,112 - -	1,227 - -	2
133 6 8	1,777 10 -	- - -	- - -	1,777 10 -	1,910 16 8	3
4,068 6 8	4,336 6 8	63 6 8	396 13 4	4,003 - -	8,071 6 8	4
- - -	3,452 18 8	- - -	700 - -	2,752 18 8	2,752 18 8	5
110 - -	2,142 - -	583 6 8	- - -	2,725 6 8	2,835 6 8	6
3,135 18 1	5,429 4 -	554 15 4	304 5 11	5,679 13 5	8,815 11 6	7
10,843 17 7	4,036 5 3	21 12 11	156 - -	3,901 18 2	14,745 15 9	8
1,785 - -	4,164 3 4	359 3 4	1,505 - -	3,018 6 8	4,803 6 8	9
1,308 6 8	2,149 16 11	180 - -	- - -	2,329 16 11	3,638 3 7	10
39,070 2 10	70,900 4 11	4,659 14 11	6,204 1 10	69,355 18 -	108,426 - 10	11
18,709 16 -	79,971 2 1	3,095 9 1	3,562 1 3	79,504 9 11	98,214 5 11	12
2,009 13 4	- - -	- - -	- - -	- - -	2,009 13 4	13
9,086 8 9	4,470 6 7	1,463 4 1	280 8 11	5,653 1 9	14,739 10 6	14
66,961 15 1	130,578 14 10	3,278 13 4	10,219 4 2	123,638 4 -	190,599 19 1	15
33,096 19 9	152,614 8 1	10,953 6 6	11,630 10 1	151,937 4 6	185,034 4 3	16
3,639 7 10	64,299 7 4	8,210 10 6	4,847 9 9	67,662 8 1	71,301 15 11	17
2,954 12 -	796 17 10	58 18 8	24 - -	831 16 6	3,786 8 6	18
7,755 17 4	9,087 16 1	375 - -	788 - -	8,674 16 1	16,430 13 5	19
147 - -	1,467 16 8	313 6 8	- - -	1,781 3 4	1,928 3 4	20
- - -	943 8 -	548 6 8	198 8 -	1,293 6 8	1,293 6 8	21
2,358 8 -	4,480 8 9	- - -	460 - -	4,020 8 9	6,378 16 9	22
1,665 - 8	3,597 16 1	263 1 6	40 7 -	3,820 10 7	5,485 11 3	23
333 6 8	1,284 13 4	85 - -	- - -	1,369 13 4	1,703 - -	24
389 7 4	577 11 8	307 6 8	20 - -	864 18 4	1,254 5 8	25
- - -	381 6 4	1,014 13 4	- - -	1,395 19 8	1,395 19 8	26
3,050 15 5	821 13 4	110 - -	- - -	931 13 4	3,982 8 9	27
- - -	98 6 8	- - -	- - -	98 6 8	98 6 8	28
- - -	213 14 -	- - -	- - -	213 14 -	213 14 -	29
5,128 13 9	2,041 - 11	- - -	- - -	2,041 - 11	7,169 14 8	30
1,245 13 11	185 18 4	- - -	- - -	185 18 4	1,431 12 3	31
- - -	170 - -	- - -	- - -	170 - -	170 - -	32
10,490 3 4	14,757 18 8	2,816 5 -	122 18 4	17,451 5 4	27,941 8 8	33
1,673 - -	4,316 13 4	- - -	750 - -	3,566 13 4	5,230 13 4	34
- - -	9,326 17 3	- - -	- - -	9,326 17 3	9,326 17 3	35
666 13 4	403 13 4	- - -	- - -	403 13 4	1,070 6 8	36
- - -	1,452 10 -	- - -	1,000 - -	452 10 -	452 10 -	37
- - -	470 8 8	611 8 2	151 13 4	930 3 6	930 3 6	38
6,444 18 10	2,914 3 4	204 16 8	126 3 4	2,992 16 8	9,437 15 6	39
73 - -	2,092 2 11	2,049 2 4	348 7 1	3,792 18 2	3,865 18 2	40
2,759 15 -	2,315 - -	34 - -	- - -	2,349 - -	5,108 15 -	41
1,511 5 8	5,250 5 10	- - -	103 16 8	5,146 9 2	6,657 14 10	42
1,749 7 8	133 2 2	- - -	- - -	133 2 2	1,882 9 10	43
7,609 19 1	- - -	- - -	- - -	- - -	7,609 19 1	44
550 - -	93 - -	- - -	- - -	93 - -	643 - -	45
1,619 2 8	1,420 12 6	237 15 4	148 2 -	1,510 5 10	3,129 8 6	46
1,440 3 5	3,787 16 7	105 10 -	- - -	3,893 6 7	5,333 10 -	47
176 13 4	865 6 3	- - -	- - -	865 6 3	1,041 19 7	48
- - -	358 1 4	- - -	269 10 -	2,797 18 1	2,797 18 1	49
- - -	* 2,709 6 9	- - -	- - -	500 - -	500 - -	50
260,751 10 -	617,853 2 3	43,669 14 4	44,633 1 -	616,889 15 7	877,641 5 7	

* Transferred from Superior Courts Fee Fund.

— No. 1. —
TREASURY.

1.—COMPENSATION ALLOWANCES:

Annual amount of allowances payable on 1st January 1867 - - - - - £. s. d.
4,084 13 4

Allowance Granted in the Year:

Name.	Rank.	Age.	Service.	Salary.	Cause.	Allowance.
		Yrs.	Yrs.	£. s. d.		£. s. d.
Shelley, Spencer -	Principal Clerk -	54	36	1,200 - -	Re-organisation -	800 - -
						800 - -

Amount remaining payable on 31st December 1867 - - - £. 4,884 13 4

2.—SUPERANNUATION ALLOWANCES:

Amount payable on 1st January 1867 - - - - - 7,489 6 8

Allowance Granted in the Year:

Name.	Rank.	Age.	Service.	Salary.	Cause.	Allowance.
		Yrs.	Yrs.	£. s. d.		£. s. d.
Batchelor, George -	1st Class Supplementary Clerk.	70	55	500 - -	Age - - -	500 - -
						500 - -

Amount remaining payable on 31st December 1867 - - - £. 7,989 6 8

— No. 2. —

PRIVY COUNCIL OFFICE.

1.—COMPENSATION ALLOWANCES:

Amount payable on 1st January 1867 - - - - - £. s. d.
115 - -
Allowances granted or ceased in the year - - - - - nil.

Amount remaining payable on 31st December 1867 - - - £. 115 - -

2.—SUPERANNUATION Allowances:

Amount payable on 1st January 1867 - - - - - 1,276 - -

Allowances Granted in the Year:

Name.	Rank.	Age.	Service.	Salary.	Cause.	Allowance.
		Yrs.	Yrs. mo.	£. s. d.		£. s. d.
Caldwell, Joseph -	Messenger -	41	23 2	120 - -	Ill health - -	46 - -
Gillett, Charles -	Door Porter -	66	30 2	120 - -	Age, &c. - -	66 - -
						112 - -

Allowances Ceased in the Year: 1,388 - -

Name.	Rank.	Cause of Cessation.	Amount.
			£. s. d.
Dix, John - - -	Office-keeper - - -	Died 11 November 1867 -	76 - -
Patch, William O. - - -	Under Clerk - - -	Died 19 April 1867 - -	200 - -
			276 - -

Amount remaining payable on 31st December 1867 - - - £. 1,112 - -

— No. 3. —

PRIVY COUNCIL OFFICE, EDUCATION DEPARTMENT.

1.—COMPENSATION Allowances:

Amount payable on 1st January 1867 - - - - - £. s. d.
133 6 8
Allowances granted or ceased in the year - - - - - nil.

Amount remaining payable on 31st December 1867 - - - £. 133 6 8

2.—SUPERANNUATION Allowances:

Amount payable on 1st January 1867 - - - - - 1,777 10 -
Allowances granted or ceased in the year - - - - - nil.

Amount remaining payable on 31st December 1867 - - - £. 1,777 10 -

— No. 4. —

BOARD OF TRADE.

1.—COMPENSATION Allowances:

Amount payable on 1st January 1867	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	£.	s.	d.
																				1,389	3	4

Allowances Granted in the Year:

Name.	Rank.	Age.	S service.	Salary.	Cause.	Allowance.																
		Yrs.	Yrs. mo.	£.	s.	d.																
Lack, Richard W.	Senior Clerk	-	58	39	2	500	-	-	Abolition	-	375	-	-									
Tennant, Sir James E.	Secretary	-	62	26	4	1,500	-	-	ditto	-	1,200	-	-									
Ward, Thomas P.	Senior Clerk	-	47	27	6	500	-	-	ditto	-	308	6	8									
																				1,883	6	8
Amount remaining payable on 31st December 1867																				-	-	£.
																						3,272 10 -

2.—SUPERANNUATION Allowances:

Amount payable on 1st January 1867	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Allowances granted in the year	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
																				4,065	-	-
																				-	nil.	-

Allowance Ceased in the Year:

Name.	Rank.	Cause of Cessation.	Amount.																			
Lack, Frederick	Senior Clerk	-	-	-	Died 20 July 1867	-	-															
																				£.	s.	d.
																				370	-	-
																						370 - -
Amount remaining payable on 31st December 1867																				-	-	£.
																						3,695 - -

GENERAL REGISTER OFFICE FOR SEAMEN.

1.—COMPENSATION Allowances:

Amount payable on 1st January 1867	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Allowances granted in the year	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
																				945	16	8
																				-	nil.	-

Allowance Ceased in the Year:

Name.	Rank.	Cause of Cessation.	Amount.																			
Williamson, E. A.	2nd Class Clerk	-	-	Died 3 July 1867	-	-																
																				£.	s.	d.
																				150	-	-
																						150 - -
Amount remaining payable on 31st December 1867																				-	-	£.
																						795 16 8

2.—SUPERANNUATION Allowances:

Amount payable on 1st January 1867	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Allowances granted in the year	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
																				271	6	8
																				-	nil.	-

Allowance Ceased in the Year:

Name.	Rank.	Cause of Cessation.	Amount.																			
Deacon, William	Messenger	-	-	Died 21 January 1867	-																	
																				£.	s.	d.
																				26	13	4
																						26 13 4
Amount remaining payable on 31st December 1867																				-	-	£.
																						244 13 4

— No. 6. —

PUBLIC RECORD OFFICE.

1.—COMPENSATION Allowances:

Amount payable on 1st January 1867	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	£.	s.	d.
Amount payable on 1st January 1867	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	110	-	-
Allowances granted or ceased in the year	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	nil.	-	-

Amount remaining payable on 31st December 1867 - - - £. 110 - -

2.—SUPERANNUATION Allowances:

Amount payable on 1st January 1867	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,142	-	-
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Allowance Granted in the Year:

Name.	Rank.	Age.	Service.	Salary.	Cause.	Allowance.						
		Yrs.	Yrs. mo.	£.	s.	£.	s.	d.				
Fearnside, T. R.	Chief Clerk	62	45 11	700	—	Ill health	588	6 8				
Amount remaining payable on 31st December 1867							—	—	—	£.	2,725	6 8

— No. 7. —

OFFICERS OF MILLBANK AND OTHER CONVICT PRISONS.

1.—COMPENSATION Allowances:

Amount payable on 1st January 1867	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	£.	s.	d.
Amount payable on 1st January 1867	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,189	8	9

Allowances Granted in the Year:

Name.	Rank.	Age.	Service.	Salary.			Cause.	Amount.		
		Yrs.	Yrs. mo.	£.	s.	d.		£.	s.	d.
Guy, William A.	Medical Superintendent, Millbank.	-	6 9	300	-	-	Abolition	80	-	-
Spear, Rev. J. J.	Chaplain, Parkhurst	61	19 7	383	9	9	ditto	198	2	7
Armytage, Capt. G.	Governor, Wakefield	41	2 3	300	-	-	ditto	40	-	-
Ulyatt, John	Deputy Governor, ditto	62	13 7	25	-	-	ditto	7	10	-
Oxley, Henry	Governor's Clerk, ditto	29	5 7	50	-	-	ditto	8	-	-
Parker, Fred. A.	Manufacturer, ditto	48	21 0	130	-	-	ditto	67	3	4
M'Intyre, Archibald	Chief Warder, ditto	48	19 5	106	17	-	ditto	46	6	-
Smith, John	Principal Warder, ditto	55	19 7	99	9	-	ditto	44	4	5
Burden, James	Schoolmaster, ditto	62	19 6	99	3	4	ditto	43	6	8
Greene, Thomas	Trades Instructor, ditto	51	19 7	78	4	8	ditto	35	8	-
Naylor, William	Master Tailor, ditto	51	19 5	86	14	-	ditto	37	11	4
Milner, W. R.	Surgeon, ditto	56	19 6	320	-	-	ditto	138	13	4
Charles, William	Garden Warder, ditto	56	19 6	78	4	8	ditto	35	8	-
Wormald, Tennant	Trades Instructor, ditto	54	19 5	78	4	8	ditto	35	8	-
Wright, William	Ditto	54	19 5	78	4	8	ditto	35	8	-
Wilson, John	Ditto	52	18 3	77	7	4	ditto	32	19	2
Brown, Thomas	Infirmity Warder, ditto	51	17 10	76	7	4	ditto	31	12	9
Brown, Robert	Ditto	42	2 10	52	17	4	ditto	3	-	10
Marshall, John	Master Shoemaker, ditto	39	18 2	84	2	-	ditto	35	-	10
Wilkinson, W. K.	Trades Instructor, ditto	46	12 5	73	-	8	ditto	20	18	9
								976 2 -		
								3,165 10 9		

Allowance Ceased in the Year:

Name.	Rank.	Cause of Cessation.	Amount.	
			£. s. d.	
Bowden, William - -	Principal Warder, Parkhurst.	Died 1 May 1867 - -	29 12 8	29 12 8
Amount remaining payable on 31st December 1867 - - - £.				3,135 18 1

No. 7.—OFFICERS OF MILLBANK AND OTHER CONVICT PRISONS—*continued.*

2.—SUPERANNUATION Allowances :							£.	s.	d.
Amount payable on 1st January 1867 - - - - -							5,429	4	-
Allowances Granted in the Year :									
Name.	Rank.	Age.	Service.	Salary.	Cause.	Amount.			
		Yrs.	Yrs. mo.	£. s.		£. s. d.			
Bond, Isaiah -	Warder, Millbank -	42	12 3	87 12	Ill health -	17 10 4			
Robinson, Thos. -	2nd Class Schoolmaster, Millbank.	63	20 5	119 10	Age -	39 16 8			
M'Gregor, Harriett -	Matron, Millbank -	46	12 6	69 4	Ill health -	13 16 9			
Neighten, Lewis -	Warder, Portsmouth	54	19 0	87 12	ditto -	27 14 9			
Weir, Wm. -	Assistant Warder, Portsmouth.	61½	12 0	81 12	Age, &c. -	16 6 4			
Mant, Mary -	Cook, Brixton -	52	12 5	64 4	Ill health -	12 16 9			
King, Frederick -	Steward's Porter, Brixton.	40	13 10	76 12	ditto -	16 11 10			
Clark, Thomas -	Ditto - ditto -	29	4 8	70 12	ditto -	11 15 4			
Harding, Thomas -	Warder, Portland -	51	17 1	100 4	Impaired sight	28 7 9			
Taylor, Robert -	Civil Guard, Portland	57	10 2	64 3	Ill health -	10 13 10			
Boddington, Edward	3rd Class Schoolmaster, Portland.	46	11 8	105 -	ditto -	19 5 -			
Jeffery, Thomas -	Foreman of Works, Portland.	66	17 6	120 -	ditto -	34 - -			
M'Grath, Patrick -	Warder, Chatham -	47	15 2	87 12	ditto -	21 18 -			
M'Grath, Miles -	Ditto - ditto -	58	15 1	81 17	ditto -	20 9 3			
Boyce, Thomas -	Civil Guard, Chatham	55	12 5	64 3	ditto -	12 16 7			
Marsh, Rev. J. K. -	Chaplain, Chatham -	62	15 0	402 -	Age -	134 - -			
Freeman, William -	Warder, Chatham -	41	19 5	87 12	Ill health -	27 14 9			
Hart, Edward -	Civil Guard, Chatham	55	11 7	64 3	ditto -	11 15 2			
Mackay, Andrew -	Baker, Chatham -	43	11 0	97 4	ditto -	18 3 8			
Moroney, Daniel -	Principal Warder, Woking.	50	21 0	118 19	ditto -	41 12 7			
Boyle, Elizabeth -	Widow of Warder, Chatham.	Compassionate Allowance			-	15 - -			
Boyle, Sarah Jane -	Daughter of Warder, Chatham.	-	-	Ditto -	-	2 10 -			
							554	15	4
Allowances Ceased in the Year :							5,983	19	4
Name.	Rank.	Cause of Cessation.			Amount.				
					£. s. d.				
Murray, W. H. -	Warder, Millbank -	Died 25 April 1867 -			13 - -				
Parker, James -	Infirmary Nurse, Millbank	- 23 April 1867 -			13 - -				
Stevenson, Ephraim -	Warder, Millbank -	- 12 July 1867 -			12 14 7				
Hudson, Stephen -	Deputy Governor, Pentonville.	- 7 February 1867 -			134 17 4				
Cox, George -	Warder, Portland -	- 16 September 1867 -			20 8 9				
Harden, Francis -	Ditto - ditto -	- 25 January 1867 -			19 17 6				
Hart, Henry -	Ditto - ditto -	- 27 November 1867 -			21 1 9				
Cann, George -	Warder, Dartmoor -	- 19 June 1867 -			21 6 -				
Hooper, Thomas -	Attendant, Bethlehem -	- 6 December 1867 -			48 - -				
							304	5	11
Amount remaining payable on 31st December 1867 -							£.	5,679	13 5

— No. 8. —

COLONIAL AND OTHER CONVICT ESTABLISHMENTS.

1.—COMPENSATION Allowances:							£.	s.	d.
Amount payable on 1st January 1867 - - - - -							10,827	16	7
Allowance Granted in the Year:									
Name.	Rank.	Age.	Service.	Salary.	Cause.	Amount.			
		Yrs.	Yrs.	£. s. d.		£. s. d.			
Ellen, Frederick S. -	Gas Engineer, Ber- muda.	31	5	107 2 -	Abolition -	16 1 -	16	1	-
Amount remaining payable on 31st December 1867 - - - £.							10,843	17	7
2.—SUPERANNUATION Allowances:									
Amount payable on 1st January 1867 - - - - -							4,036	5	3
Allowance Granted in the Year:									
Name.	Rank.	Age.	Service.	Salary.	Cause.	Allowance.			
		Yrs.	Yrs. mo.	£. s. d.		£. s. d.			
Ryan, James -	Warder, Australia -	45	11 6	118 1 8	Ill health -	21 12 11	21	12	11
Allowance Ceased in the Year:							4,057	18	2
Name.	Rank.	Cause of Cessation.			Amount.				
					£. s. d.				
Hatton, William -	Overseer, Bermuda -	Died 1 April 1867 - -			156 - -	156	-	-	
Amount remaining payable on 31st December 1867 - - - £.							3,901	18	2

— No. 9. —

SECRETARY OF STATE, FOREIGN DEPARTMENT.

1.—COMPENSATION Allowances:											£.	s.	d.
Amount payable on 1st January 1867											1,785	-	-
Allowances granted or ceased in the year											nil.		
Amount remaining payable on 31st December 1867											1,785	-	-
2.—SUPERANNUATION Allowances:													
Amount payable on 1st January 1867											4,164	3	4
Allowances Granted in the Year:													
Name.		Rank.		Age.		Service.		Salary.		Cause.		Allowance.	
				Yrs.		Yrs.		£. s. d.				£. s. d.	
Moore, T. W. C.		Extra Messenger		72		50		250 - -		Age - -		166 13 4	
Poignand, J. R.		Foreign Service Messenger.		51		22		525 - -		Ill health -		192 10 -	
											359	3	4
Allowances Ceased in the Year:													
											4,523	6	8
Name.		Rank.				Cause of Cessation.				Amount.			
										£. s. d.			
Scott, G. D.		1st Clerk				Died 30 October 1866				645 - -			
Ward, Thomas L.		1st Senior Clerk				- 17 July 1866				860 - -			
											1,505	-	-
Amount remaining payable on 31st December 1867											3,018	6	8

— No. 10. —

SECRETARY OF STATE, COLONIAL DEPARTMENT.

1.—COMPENSATION Allowances :							£. s. d.
Amount payable on 1st January 1867 - - - - -							Nil.
Allowances Granted in the Year :							
Name.	Rank.	Age.	Service.	Salary.	Cause.	Amount.	
		Yrs.	Yrs. mo.	£.		£. s. d.	
Blackwood, A. J.	Senior Clerk - -	59	43 4	1,000	Re-arrangement of Office.	833 6 8	
Jadis, Vane -	Senior Assistant Clerk	59	40 0	600	- ditto - -	475 - -	
							1,308 6 8
Amount remaining payable on 31st December 1867 - - - - -							£. 1,308 6 8

2.—SUPERANNUATION Allowances :							
Amount payable on 1st January 1867 - - - - -							2,149 16 11
Allowance Granted in the Year :							
Name.	Rank.	Age.	Service.	Salary.	Cause.	Amount.	
		Yrs.	Yrs.	£.		£. s. d.	
Hale, Samuel -	First Officekeeper -	72	36	300	Age - -	180 - -	
							180 - -
Amount remaining payable on 31st December 1867 - - - - -							£. 2,329 16 11

— No. 11. —

WAR OFFICE AND MILITARY DEPARTMENTS.

COMPENSATION Allowances :							£. s. d.
Amount remaining payable on 1st January 1867 - - - - -							41,324 11 4
Allowances granted in the Year 1867 :							
Name.	Office.	Salary on Retirement.	Age on Retirement.	Period of Service.	Cause of Retirement.	Annual Amount of Immediate Saving.	Yearly Allowance Granted.
		£. s. d.	Yrs.	Yrs. mo.		£. s. d.	£. s. d.
O'Donnel, Edw. W.	Computer, Ordnance Survey.	97 16 3	53	25 9	Reduction -	40 15 3	57 1 -
Cunningham, J.	- ditto - -	93 18 -	49	29 0	- ditto -	31 17 4	61 - 8
Rogan, Anthony	- ditto - -	125 4 -	53	33 0	- ditto -	41 15 -	83 9 4
Butcher, W. Dickson.	Barrack Master, Un-attached.	136 17 6	46	5 11	- ditto -	- Nil*	45 12 6
Vincent, George	Head Viewer, Birmingham.	200 - -	55	30 0	Abolition of Office.	76 13 4	33 6 8†
Ellen, Fred. S.	Gas Engineer, Barrack Department, Bermuda.	135 4 -	31	3 6	- ditto -	126 4 -	9 - -
Hughes, Nich. H.	Chief Clerk, Quartermaster General's Office, Canada.	219 - -	47	30 0	- ditto -	- Nil ‡	146 - -
Total Immediate Saving - - -						£. 317 4 11	435 10 2
Carried forward - - -							£. 41,760 1 6

* This is a former Pension returned.

† In addition to the former Grant of 100 l. a year.

‡ Soldier Clerk appointed.

No. 11.—WAR OFFICE AND MILITARY DEPARTMENTS—*continued.*

				Brought forward - - -			£.	s.	d.
Allowances Ceased within the Year 1867 :							41,760	1	6
Name.	Office.	Cause of Cessation.		Annual Amount.					
						£.	s.	d.	
Ritso, John - - -	Assistant for Fortification, Royal Military Academy.	Died	8 Sept. 1866			96	6	8	
Wood, Joseph - - -	Secretary, Board of Ordnance -	-	17 Jan. 1867			1,200	-	-	
Dunne, Francis H. - - -	Inspecting Field Officer's Clerk, Cork.	Re-employed,	4 Jan. -			31	18	5	
Jeans, Thomas - - -	Architect, Barracks - - -	Died	27 Nov. 1866			120	-	-	
Ketley, J. P. - - -	Instructor in Mathematics, Royal Military College.	Re-employed,	17 Mar. 1867			72	3	7	
Ingleton, Thomas - - -	Office Storekeeper, Sierra Leone -	Died	4 April -			450	-	-	
Frere, James H. - - -	Clerk, Army Pay Office - - -	-	8 Dec. 1866			400	-	-	
Hart, Joseph - - -	Messenger, War Office - - -	-	3 Mar. 1867			98	-	-	
Jeffries, Edward - - -	Clerk, Chelsea Hospital - - -	-	22 June -			57	-	-	
Daniell, William - - -	Deputy Storekeeper, St. Vincent	-	27 May -			152	-	-	
	Storeholder, Tower - - -	-	27 May -			12	10	-	
							2,689	18	8
Amount payable on 31st December 1867 - - - - -							£.	39,070	2 10

2.—SUPERANNUATION Allowances :

Amount remaining payable on 1st January 1867 - - - - - 70,900 4 11

Allowances Granted in the Year 1867 :

Name.	Office.	Salary on Retirement.	Age on Retirement.	Period of Service.	Cause of Retirement.	Yearly Allowance Granted.
		£. s. d.	Yrs.	Yrs. mo.		£. s. d.
Shrapnel, H. N. S.	Barrack Master, Third Class.	313 15 -	54	12 10	Bodily infirmity	62 15 -
Lynch, Thomas -	Surveyor, Ordnance Survey	101 14 6	32	16 6	- ditto - -	27 2 3
Cahill, James -	Surveyor, Royal Engineer Department.	444 3 4	67	42 5	Age - - -	347 18 6
Scarth, William -	Second Class Clerk, War Office.	500 - -	65	42 8	Age - - -	458 6 8
Clarke, Joseph -	First Class Clerk of Works	325 - -	75	27 7	Age and infirmity	146 5 -
Munro, A. T. -	Second Class Barrack Master	355 17 6	63	18 2	Bodily infirmity	106 15 3
Thacker, George -	Messenger, War Office -	110 - -	62	39 6	Age and infirmity	80 13 4
Lonney, John -	Messenger and Officekeeper, Royal Engineer Department.	31 4 -	61	10 5	- ditto - -	5 4 -
Bosward, T. M. -	Senior Warder, Military Prison.	107 10 11	58	13 5	Bodily infirmity	23 7 -
Pusey, James -	Assistant Warder, Military Prison.	82 3 3	58	17 5	- ditto - -	18 5 6
Thornton, John -	Messenger, Ordnance Survey	39 2 6	40	13 5	- ditto - -	8 9 6
Grey, Matthew -	First Class Clerk, Chelsea Hospital.	395 - -	66	50 0	Age - - -	395 - -
Heather, J. F. -	Third Mathematical Master, Royal Military Academy.	350 - -	52	19 10	- - -	83 2 6
Greene, Capt. J. N.	Second Class Barrack Master.	328 10 -	60	16 8	Ill-health - -	87 12 -
Wells, W. F. -	Storeholder, Military Store Department.	175 2 8	52	28 1	Bodily and mental infirmity.	81 14 4
Karreck, George -	First Class Clerk, Royal Engineer Department.	295 - -	62	31 2	- - -	152 8 4
Bellamy, Richard	First Senior Clerk, Chelsea Hospital.	561 5 8	67	50 8	Age, &c. - -	561 5 8
Hepburn, John -	Serjeant Instructor, Music, Royal Hibernian Military School.	89 15 -	57	17 0	Bodily infirmity	25 8 7
M'Cowen - - -	Draughtsman, Ordnance Survey.	72 - -	39	23 9	- ditto - -	27 12 -
Cochran, Mary Ann	Housekeeper, Cadets' Hospital, Royal Military Academy.	60 - -	59	15 0	Physical infirmity	15 - -
Gibson, David -	Surveyor, Ordnance Survey	78 5 -	35	16 8	Bodily infirmity	20 17 4
Mills, Edward -	Lock Master, Rideau Canal	63 17 6	74	21 0	Age - - -	22 17 1
Wiber, J. C. -	Clerk, Royal Engineer Department.	295 - -	63	43 10	Age - - -	236 - -
Carried forward - - - £.						2,993 19 10
						70,900 4 11

No. 11.—WAR OFFICE AND MILITARY DEPARTMENTS—*continued.*

Name.	Office.	Salary on Retirement.	Age on Retirement.	Period of Service.	Cause of Retirement.	Yearly Allowance Granted.	
		£. s. d.	Yrs.	Yrs. mo.		£. s. d.	£. s. d.
Superannuation Allowances Granted— <i>continued.</i>							
Brought forward - - -						2,993 19 10	70,900 4 11
Stevens, George -	Clerk, Royal Engineer Department.	295 - -	68	40 4	Age - -	235 - -	
Paterson, Robert -	Levellor, Ordnance Survey	65 4 2	38	13 0	Ill-health - -	14 2 6	
Chepmell, Rev. H. Le M.	Chaplain, Royal Military College.	481 15 6	56	33 5	- ditto - -	264 19 6	
Colston, James -	Assistant Commissariat Storekeeper.	101 - 10	62	28 1	Age and infirmity	47 2 8	
Harding, Catharine	Nurse, Royal Military Asylum.	38 14 -	60	20 7	Age - -	12 18 -	
Butler, James -	Officekeeper and Messenger, Royal Engineer Department.	60 15 -	77	55 8	Age - -	60 15 -	
Chadwick, Capt. J.	Adjutant and Quartermaster, Kilmainham Hospital.	250 - -	49	11 6	Ill-health - -	36 13 4	
Barnes, Anne Aston	Army Schoolmistress -	36 - -	45	18 9	- ditto - -	27 7 6	
Orkney, John -	Schoolmaster, First Military Prison.	91 5 9	60	20 2	Bodily infirmity	30 8 7	
Lightening, James	Assistant Warder, Military Prison.	82 3 3	62	19 5	Age - -	26 - 4	
Plant, John -	First Clerk, Inspecting Field Officer, Dublin.	100 7 6	71	22 0	Age - -	36 16 -	
Fagan, John -	First Class Clerk, Commander in Chief's Office.	700 - -	76	41 0	Age and impaired health.	583 6 8	
Cross, J. H. -	Second Class Clerk, War Office.	405 - -	54	38 8	Ill-health - -	290 5 -	
							4,659 14 11
Allowances Ceased within the Year 1867 :							75,559 19 10

Name.	Office.	Cause of Cessation.	Annual Amount.
			£. s. d.
Burrows, Thomas -	Clerk of Works, Rideau Canal -	Died 21 May - - 1866	60 - -
Elwin, Jeken -	Clerk, Board of Ordnance - -	- 7 January - 1867	265 - -
Gaynor, Brian -	Barrack Master - - -	- 15 November - 1864	73 7 -
Grain, Thomas -	Storekeeper, Gibraltar - - -	- 27 January - 1867	575 - -
Kerslake, Mark -	Messenger, War Office - - -	- 19 March - - -	46 - -
Piper, John -	Ordnance Clerk, Purfleet - - -	- 9 April - - -	215 - -
Bosward, Thomas M.	Senior Warder, Military Prison, Malta.	- 25 March - - -	23 7 -
M'Kittrick, Thomas -	Second Class Clerk, War Office -	- 2 May - - -	260 - -
Thrug, F. V. -	Instructor, Military Drawing, Royal Military College.	- 8 June - - -	68 - -
Charke, Joseph -	Master, Military Store Vessel "Lord Vivian."	- 15 December - 1866	40 - -
Bradley, Robert -	Senior Clerk, Cash Account Office	- 14 June - - 1867	213 6 8
Farquhar, Margaret -	Hospital Nurse, Royal Military Asylum.	- 4 June - - -	7 1 11
Whitestone, Robert -	First Class Clerk, War Office -	- 17 May - - -	444 13 4
Munro, A. T. -	Second Class Barrack Master -	- 21 June - - -	106 15 3
Jephson, H. P. -	Barrack Master - - -	- 25 July - - -	63 - 10
Windcatt, John -	Storekeeper, Commissariat - -	- 10 May - - -	50 - -
Bugeja, Paolo -	Officekeeper, Commissariat - -	- 28 July - - -	20 - -
Kendrick, H. C. -	Clerk, War Office - - -	- 12 August - - -	586 13 4
Kirby, Sir Richard C.	Accountant General, War Office -	- 6 October - - -	1,500 - -
Hanley, James C. -	Clerk of Works, Royal Engineer Department, Enniskillen.	- 6 May - - -	175 9 9
Owen, John -	Surveyor, Inspector General of Forces' Office.	- 22 October - - -	445 15 -
Harding, William -	Senior Clerk, Ordnance Office -	- 19 October - - -	300 - -
Laidman, Henry L. -	First Class Clerk - - -	- 21 October - - -	129 16 8
Wyatt, George -	Military Storekeeper, Corfu -	- 30 November - -	432 16 8
Chisholm, Alexander -	Foreman, Edinburgh - - -	- 3 December - -	43 1 4
Edwards, Major R. B.	Barrack Master, Winchester -	- 26 August - - -	45 18 -
Haggan (or Sanderson), Ann	Nurse, Kilmainham - - -	- 11 December - -	13 19 1
			6,204 1 10
Amount remaining payable on 31st December 1867 - - -			£. 69,355 18 -

— No. 12. —

ADMIRALTY AND SUBORDINATE DEPARTMENTS.

1.—COMPENSATION Allowances :

1.—COMPENSATION Allowances :								£.	s.	d.
Amount which remained payable on 1st January 1867 - - - - -								18,841	9	4
Allowances Granted in the Year 1867 :										
Name.	Office.	Salary on Retirement.	Age.	Length of Service.	Cause of Retirement.	Annual Amount of Immediate Saving.	Amount of Pension.			
ADMIRALTY :		£. s. d.	Yrs.	Yrs. Mo.		£. s. d.	£. s. d.			
J. H. Jesse -	Clerk - - -	875 - -	58	37 5	Reduction of office.	291 13 4	583 6 8	583	6	8
Allowances Ceased in the Year 1867 :								19,424	16	-
Name.		Office.		Cause of Cessation.			Amount.			
Navy Office :							£. s. d.			
J. W. Morton - - -		Assistant Secretary - - -		Death - - -			640 - -			
Deptford Dockyard :										
D. G. Watson - - -		Clerk - - -		Death - - -			75 - -		715 - -	
Amount remaining payable on 31st December 1867 - - -								£.	18,709	16 -

2.—SUPERANNUATION Allowances :

Amounts which remained payable on 1st January 1867 :

Allowances granted previous to passing of the Act 50 Geo. 3, c. 117 - - - - -	750	12	6
Ditto - - under the Act 50 Geo. 3, c. 117 - - - - -	4,500	9	2
Ditto - - under Acts 3 Geo. 4, c. 113; 4 & 5 Will. 4, c. 24; and 22 Vict. c. 26 - - - - -	74,720	-	5
TOTAL, 1st January 1867 - - - £.	79,971	2	1

Allowances Granted in the Year 1867 :

Name.	Office.	Salary on Retirement.	Age.	Length of Service.	Cause of Retirement.	Amount.
ADMIRALTY :		£. s. d.	Yrs.	Yrs. Mo.		£. s. d.
H. B. Parke	Clerk - - -	405 - -	50	18 9 -	-	121 10 -
L. C. Irving	Ditto - - -	230 - -	28	11 11 -	-	47 13 4
J. Anderson	Ditto - - -	480 - -	46	26 3 -	-	242 16 -
	Allowance - - -	78 2 8			-	
C. M. Primet	Ditto - - -	650 - -	64	44 0 -	-	541 13 4
N. L. Seppings	Ditto - - -	650 - -	57	41 7 -	-	498 6 8
T. Payne	Messenger - - -	100 - -	70	37 4 -	-	72 18 5
	Allowance - - -	18 5 -			-	
J. Giles	Ditto - - -	150 - -	62	21 1 -	-	55 6 -
	Allowance - - -	8 - -			-	
Carried forward - - £.						1,580 3 9
						79,971 2 1

No. 12.—ADMIRALTY AND SUBORDINATE DEPARTMENTS—*continued*.

				£.	s.	d.
Brought forward - - -				83,066	11	2
Allowances Ceased in the Year 1867 :						
Name.	Office.	Cause of Cessation.	Amount.			
ADMIRALTY :			£.	s.	d.	
G. Lilburn - - -	Messenger - - -	Death - - -	160	-	-	
DOCKYARDS, &c. :						
Deptford - - -	- - - Nil.					
Woolwich :						
J. Prowse - - -	Inspector of Shipwrights - - -	Death - - -	100	-	-	
Chatham :						
G. Netherwood - - -	Timber Inspector - - -	Death - - -	256	15	10	
O. Lang - - -	Master Shipwright - - -	ditto - - -	455	-	-	
Sheerness :						
G. Pounder - - -	Measurer - - -	Death - - -	95	14	-	
J. Wright - - -	Foreman Joiner - - -	ditto - - -	69	-	-	
H. Flemen - - -	Inspector of Shipwrights - - -	ditto - - -	72	10	-	
Portsmouth :						
M. Vickery - - -	Inspector of Shipwrights - - -	Death - - -	40	12	-	
E. S. Pearce - - -	- - - ditto - - -	ditto - - -	88	17	9	
Devonport :						
J. Honey - - -	Leading Man of Storehouses - - -	Death - - -	35	-	-	
W. Hayne - - -	Inspector of Caulkers - - -	ditto - - -	50	-	-	
Pembroke :						
G. Chiles - - -	Storekeeper - - -	Death - - -	643	10	-	
Plymouth Hospital :						
C. D. Holworthy - - -	Agent - - -	Death - - -	320	-	-	
Sir S. L. Hammick - - -	Surgeon - - -	ditto - - -	330	-	-	
Marine Division, Woolwich :						
G. Varlo - - -	Paymaster - - -	Death - - -	458	-	-	
R. Elwes - - -	Timber Purveyor, Italy - - -	Death - - -	370	1	8	
M. A. Canham - - -	Inspector's Widow - - -	Death - - -	17	-	-	
Amount remaining payable on 31st December 1867 - - -				£.	79,504	9 11

—No. 13.—

LATE NAVY PAY OFFICE.

1.—COMPENSATION Allowances :										£.	s.	d.
Amount which remained payable on 1st January 1867	-	-	-	-	-	-	-	-	-	2,009	13	4
Amount granted in the year 1867	-	-	-	-	-	-	-	-	-	-	nil.	
Amount ceased in the year 1867	-	-	-	-	-	-	-	-	-	-	nil.	
Amount remaining payable on 31st December 1867										£.	2,009	13 4
2.—SUPERANNUATION Allowances :												
Amount remaining payable on 31st December 1867	-	-	-	-	-	-	-	-	-	-	nil.	

—No. 14.—

PAYMASTER GENERAL'S OFFICE.

1.—COMPENSATION Allowances :										£.	s.	d.	
Amount payable on 1st January 1867 - - - - -										9,202	8	9	
Allowances granted in the year - - - - -										nil.			
Allowance Ceased in the Year :										9,202	8	9	
Name.		Rank.		Cause of Cessation.				Amount.					
Bähr, John H. - - -		Clerk, Hanover - - -		Died, 12 July 1867 - - -				£.	s.	d.			
								116	-	-	116	- -	
Amount remaining payable on 31st December 1867 - - - - -										£.	9,086	8 9	
2.—SUPERANNUATION Allowances :													
Amount payable on 1st January 1867 - - - - -										4,470	6	7	
Allowances Granted in the Year :													
Name.		Rank.		Age.		Service.		Salary.		Cause.		Allowance.	
				Yrs.		Yrs. Mo.		£.		s.		d.	
Paterson, D. - -		Book-keeper - - -		-		30 10		790 - -		Age -		£. s. d. 530 - -	
Smith, Edward -		Deputy Assistant Pay- master General.		54		40 0		1,119 16 11		Ill health		933 4 1	
										1,463	4	1	
Allowances Ceased in the Year :										5,933	10	8	
Name.		Rank.		Cause of Cessation.				Amount.					
Crandell, William - -		Messenger - - -		Died 5 February 1867 -				£.	s.	d.			
								44	-	-			
Sutton, William - -		Ditto - - -		Died 29 September 1867 -				36	8	11			
Whalley, Henry - -		Clerk - - -		Died 20 July 1867 - -				200	-	-	280	8 11	
Amount remaining payable on 31st December 1867 - - - - -										£.	5,653	1 9	

— No. 15. —

CUSTOMS.

1.—COMPENSATION Allowances:

Amount which remained payable on 31st December 1866 - - - - - £. s. d. 72,257 5 9

Allowances Granted in the Year ended 31st December 1867, viz.:—

Port.	Name.	Office.	Salary on Retirement.	Age on Retirement.	Period of Service.	Cause of Retirement.	Yearly Allowance Granted.
ENGLAND:							£. s. d.
			£. s. d.	Yrs. Mos.	Yrs. Mos.		
London -	J. B. Atkins -	Mate of the "Vigilant."	160 8 1	63 10	43 3	The "Vigilant" being put out of Commission.	133 13 5
	J. Murray -	Carpenter - ditto	68 8 9	49 8	24 9	- ditto - -	38 15 6
	W. Cocker -	Gunner - ditto	68 8 9	46 9	30 0	- ditto - -	45 12 6
SCOTLAND:							
Dumfries	D. Dalgleish -	Principal Coast Officer.	80 - -	63 0	21 0	Age - - - -	18 5 -
Glasgow -	R. Gordon -	Examining Officer	70 - -	35 0	20 5	Concussion of the brain, &c., by an accident on duty.	35 - -
							271 6 5

Allowances Ceased within the Year:

Port.	Name.	Office.	Cause of Cessation.	Annual Amount.
ENGLAND:				£. s. d.
London - - -	W. Saunders -	Tidewaiter - - -	Died 8 December 1866	80 16 4
	D. Clark -	Controller of Accounts - -	- 11 December -	475 - -
	R. Knewstubb -	Searcher - - -	- 2 January 1867	363 10 10
	C. K. Warren -	Tidewaiter - - -	- 21 March -	30 - -
	W. Holloway -	- ditto - - -	- 23 March -	55 19 -
	J. Leach -	Weigher - - -	- 9 June -	29 4 10
	T. Cope -	Clerk - - -	- 20 May -	670 - -
	H. V. Morgan -	Clerk of the Check - - -	- 11 March -	160 8 4
	J. Blackstone -	Landing Surveyor - - -	- 16 August -	590 18 2
	J. Denton -	Inspector of the River - -	- 19 December -	297 10 -
	J. Pickett -	Out-door Officer - - -	- 25 October -	42 17 6
	A. Rickon -	Inspector of Gaugers - - -	- 15 December -	360 - -
Cowes - - -	W. Bothell -	Superintending Locker - -	- 22 December -	79 10 4
Dover - - -	G. H. Reeves -	Clerk - - -	- 1 May -	166 13 4
	W. G. Ottaway -	Tidewaiter - - -	- 11 May -	37 - -
Falmouth - -	J. H. James -	Tide Surveyor - - -	- 15 September -	113 6 8
Gloucester -	D. W. Low -	Landing Surveyor - - -	- 24 November -	233 6 8
Hull - - -	J. Whitaker -	Out-door Officer - - -	- 21 October -	50 9 8
Jersey - - -	T. Delacourt -	Inspector of Gaugers - - -	- 30 December -	380 - -
Liverpool - -	W. McDonald -	Weigher - - -	- 31 March -	45 6 6
	W. McClelland -	Tidewaiter - - -	- 6 June -	42 4 4
	S. Vahey -	Locker - - -	- 25 May -	32 7 3
	E. Conway -	Tide Surveyor - - -	- 11 August -	168 13 4
	J. B. Williams -	Landing Waiter - - -	- 14 November -	78 17 10
Lynn - - -	C. Brown -	Out-door Officer - - -	- 5 September -	47 - 2
Middlesbrough -	M. Kennedy -	Examining Officer - - -	- 29 June -	42 10 -
Newcastle -	J. McFarlane -	Controller of Accounts - -	- 10 January -	208 - -
Portsmouth -	A. Harding -	Tidewaiter - - -	- 9 January -	11 17 -
	J. Rake -	Locker - - -	- 18 January -	43 - -
Shoreham - -	C. L. Butler -	- ditto - - -	- 5 September -	35 7 2
Southampton -	T. Paine -	Superintending Locker - -	- 31 December -	62 13 6
IRELAND:				
Ballina - - -	J. Leitch -	Boatman, Coast Guard - -	Died 12 September 1867	16 - -
Dublin - - -	S. Rogers -	Tide Surveyor - - -	- 26 January -	166 13 4
COLONIAL:				
Nova Scotia - -	R. B. Porter -	Controller - - -	Died 1 February 1866	37 10 -
Quebec - - -	C. Secretan -	Clerk - - -	- 23 March 1867	143 - -
Prince Edward's Island.	T. H. Haviland -	Naval Officer - - -	- 18 June -	164 - -
				5,566 17 1

Amount remaining payable on 31st December 1867 - - - £. 66,961 15 1

No. 15.—CUSTOMS—continued.

2. SUPERANNUATION Allowances:							£.	s.	d.
Amount which remained payable on 31st December 1866 - - - - -							130,578 14 10		
Allowances Granted in the Year ended 31st December 1867:									
Port.	Name.	Office.	Salary on Retirement.	Age on Retirement.	Period of Service.	Cause of Retirement.	Yearly Allowance Granted.		
ENGLAND:							£.	s.	d.
			£. s. d.	Yrs. Mos.	Yrs. Mos.				
London -	J. A. Messenger	Inspector General of Imports and Exports.	900 - -	65 6	45 3	Advanced age - -	850	-	-
	J. Blythe	Out-door Officer -	101 - -	56 0	33 4	Chronic rheumatism -	55	11	-
	W. Hawkes	- ditto - -	78 17 5	53 0	12 2	Strumous disease and general debility.	15	15	5
	J. M'Carthy	Extra Out-door Officer.	44 15 9	70 0	22 2	Age - - - -	11	3	11
	E. Butler	Watchman - -	66 - -	59 0	29 5	Gout and debility -	31	18	-
	J. Smith	Out-door Officer -	92 3 -	62 0	34 9	Age - - - -	52	4	4
	W. B. M. Measor	Clerk - - -	251 4 3	51 0	22 5	Nervous debility -	90	-	-
	J. Donnan	Assistant Surveyor	400 - -	62 0	34 4	Age - - - -	226	13	4
	R. Beverley	Assistant Solicitor	800 - -	63 0	45 7	- ditto - - -	733	6	8
	J. Lange	Extra Out-door Officer.	45 7 -	79 -	29 5	- ditto - - -	11	6	9
Bridgwater	J. Storey	Out-door Officer -	58 9 9	40 0	13 0	Paralysis - - -	12	13	3
Bristol -	T. Flewell	Examining Officer	110 3 4	51 0	30 0	Rheumatism and impaired vision.	55	1	8
	O. G. Lowe	Clerk - - -	264 17 2	50 0	23 6	Impaired vision, &c. -	101	10	6
Dartmouth	W. Silly	Out-door Officer -	64 1 4	60 1	31 9	Impaired vision, deafness, and general debility.	33	2	-
Dover -	J. H. Tolputt	Out-door Officer -	68 11 -	64 0	40 1	Age - - - -	51	8	3
Harwich -	J. Mann	- ditto - - -	68 3 5	53 0	31 0	Nervous debility -	35	4	5
Hull -	J. Dean	Extra Out-door Officer.	45 17 10	55 0	25 0	General debility and defective vision, &c.	15	5	11
	J. Mundy	- ditto - - -	46 11 10	55 0	27 4	Loss of his toes. Morbus cordis.	15	10	7
Jersey -	J. Dawson	Examining Officer	200 - -	59 6	30 5	Acute bronchitis -	100	-	-
Liverpool	J. Petch	Out-door Officer -	96 - -	62 0	32 8	Chronic rheumatism and weakness of sight.	51	4	-
Lynn -	J. G. Burcham	Principal Coast Officer.	75 8 -	56 0	31 1	General debility and nervous irritability.	38	19	1
Newcastle	J. Miller	Extra Out-door Officer.	42 3 -	72 0	20 0	Age - - - -	10	10	9
	R. Campbell	Out-door Officer -	79 - -	63 0	34 0	- ditto - - -	44	15	4
North Shields.	J. C. Byram	Extra Out-door Officer.	32 6 6	73 0	17 10	- ditto - - -	8	1	7
	A. M'Donald	Out-door Officer -	75 10 3	56 0	28 7	- ditto - - -	35	4	9
	J. Walton	Extra Out-door Officer.	40 15 3	62 0	23 2	Cataracts of both eyes	10	3	10
Scarborough	J. Dodson	Out-door Officer -	77 13 4	42 0	20 0	Mental derangement -	25	17	9
Shoreham	G. W. Overy	- ditto - - -	62 14 -	45 0	22 0	Tumours in the arm -	22	-	-
Sunderland	W. Dixon	Examining Officer	104 15 -	58 0	30 1	Injury in the back -	52	7	6
SCOTLAND:									
Campbeltown	J. Ross	Clerk - - -	141 6 8	49 0	20 7	Disease of the lungs -	42	2	2
Glasgow -	J. W. Foubister	Assistant Surveyor	350 - -	60 0	30 0	Advanced age - -	175	-	-
	A. Murray	Out-door Officer -	76 9 4	48 0	25 3	Ulcerated affection of face.	30	17	2
	A. Vallance	- ditto - - -	66 - -	53 0	29 1	Rheumatism and varicose veins.	30	10	-
IRELAND:									
Belfast -	W. Skelton	Extra Clerk - -	104 - -	51 5	14 0	Defective vision -	24	5	4
Cork -	P. M. King	Out-door Officer -	79 - -	46 0	24 0	Rheumatism, deafness, &c.	31	12	-
	R. Chard	- ditto - - -	71 3 6	57 0	29 9	Unsound state of mind	30	-	-
Dublin -	R. Staples	Examining Officer	200 - -	35 0	12 3	Mental infirmity and derangement of nervous system.	40	-	-
Limerick -	J. Neylan	- ditto - - -	120 - -	47 0	27 0	Inflammation of the lungs, &c.	54	-	-
Wexford -	P. Lambert	Out-door Officer -	73 12 -	45 0	19 10	Affection of the head -	23	6	1
							3,278 13 4		
Carried forward - - - £.							133,857 8 2		

No. 15.—CUSTOMS—continued.

					£. s. d.		
Brought forward - - -					133,857	8	2
Allowances Ceased within the Year:							
Port.	Name.	Office.	Cause of Cessation.	Annual Amount.			
ENGLAND:					£.	s.	d.
(50 Geo. 3.)							
London - -	T. Maxwell -	Waterman - - -	Died 29 August 1867	13 13 8			
	J. J. Richardson	Messenger - - -	- 16 October -	12 1 -			
Bideford - -	J. Evans - -	Preventive Boatman -	- 15 September -	25 - -			
Scilly - -	S. Nicholls -	- ditto - - -	- 2 July -	20 - -			
(3 Geo. 4, c. 115.)							
London - -	W. Oxenford -	Clerk of Registrar of Certificates.	Died 30 January 1867	80 - -			
Carnarvon -	T. Williams -	Chief Officer, Coast Guard	- 24 September -	36 - -			
Jersey - -	J. Stanbury -	Boatman, Coast Guard -	- 20 February -	19 - -			
Portsmouth -	W. Crockford -	Mate of a Cruizer -	- 13 November -	55 - -			
Rye - -	W. Turner -	Chief Officer, Coast Guard	- 5 January -	44 - -			
Yarmouth -	W. Davies -	Boatman, Coast Guard -	- 15 April -	22 - -			
SCOTLAND:							
Kirkaldy -	A. Lessels -	Mariner - - -	Died 25 October 1867	28 - -			
IRELAND:							
Belfast - -	A. Maclean -	Boatman, Coast Guard -	Died 20 Nov. 1867	22 - -			
	J. Orr - -	- ditto - - -	- 14 December -	23 - -			
Dublin - -	J. Griffin - -	- ditto - - -	- 18 April -	24 - -			
Galway - -	J. Hallahan -	Mariner of a Cruizer -	- 7 September -	24 18 5			
ENGLAND:							
(4 & 5 Will. 4, c. 24.)							
London - -	P. Starling -	Tidewaiter - - -	Died 6 April 1867	33 10 -			
	W. M. Taylor -	- ditto - - -	- 19 March -	73 - -			
	C. Mallet -	Boatman, Coast Guard -	- 17 April -	20 - -			
	J. Cheatham -	Tide Surveyor - - -	- 15 April -	126 - -			
	F. Pring - -	Appointer of Weighers -	- 17 April -	61 - -			
	D. Grubb - -	Tide Surveyor - - -	- 12 March -	150 - -			
	G. Bunnett -	Clerk - - -	- 15 January -	122 - -			
	F. Perkins -	- ditto - - -	- 3 June -	152 - -			
	T. Warnock -	Tidewaiter - - -	- 10 March -	50 - -			
	J. Waldon -	Stable Keeper - - -	- 22 July -	80 - -			
	M. Dalton -	Gauger - - -	- 24 May -	210 - -			
	W. Craddock -	Waterman - - -	- 19 August -	54 - -			
	B. Plumridge -	- ditto - - -	- 16 August -	45 10 -			
	S. Rimington -	Boatman, Coast Guard -	- 29 August -	75 - -			
	A. Whiteford -	- ditto - - -	- 18 June -	31 - -			
	T. Dunnell -	Superintending Locker -	- 31 August -	91 - -			
	R. H. Chappell -	Waterman - - -	- 4 May -	66 14 8			
	T. M'Hale -	Superintending Locker -	- 11 July -	42 6 8			
	D. M'Kay -	Mariner of a Cruizer -	- 17 January 1859	40 - -			
	C. Harloe -	Searcher - - -	- 21 March 1867	237 - -			
Aberystwith -	J. John - -	Boatman, Coast Guard -	- 7 February -	34 - -			
Bideford - -	W. Burman -	- ditto - - -	- 2 January -	26 - -			
Bristol - -	J. Bawn - -	Locker - - -	- 29 January -	70 - -			
	C. Britt - -	- ditto - - -	- 1 May -	87 - -			
Chepstow - -	G. Dew - -	Searcher - - -	- 10 July -	186 - -			
Dover - -	O. Loring - -	Boatman, Coast Guard -	- 25 June -	30 - -			
	M. Buchin - -	- ditto - - -	- 30 October -	43 10 -			
	T. W. Harmer -	- ditto - - -	- 24 January -	18 - -			
Exeter - -	G. Hamley -	Searcher - - -	- 29 April -	98 - -			
	J. Lifton - -	- ditto - - -	- 19 June -	41 - -			
	J. Burt - -	Boatman, Coast Guard -	- 11 September -	32 - -			
Falmouth -	T. Bennett -	Chief Boatman, Coast Guard	- 25 March -	44 - -			
	W. Searl - -	Boatman, Coast Guard -	- 1 June -	30 - -			
Faversham -	S. Monger -	- ditto - - -	- 6 June -	41 - -			
	J. Williams -	- ditto - - -	- 6 May -	37 10 -			
Carried forward - - - £.					3,026 14 5	133,857	8 2

No. 15.—CUSTOMS—*continued.*

Port.	Name.	Office.	Cause of Cessation.	Annual Amount.			—		
				£.	s.	d.	£.	s.	d.
ENGLAND: Allowances Ceased within the Year— <i>continued.</i>				Brought forward -			3,026 14 5		
Folkestone	W. Jeram -	Boatman, Coast Guard	Died 28 February 1867	39	17	4	133,857	8	2
	T. Simpson -	- ditto -	- 1 April -	48	-	-			
	J. Puxley -	- ditto -	- 30 May -	44	-	-			
	J. Taylor -	Clerk -	- 16 October -	112	-	-			
	J. Carr -	Chief Boatman, Coast Guard	- 28 December -	35	-	-			
Fowey	J. Toms -	Mate of a Cruiser	- 21 January -	65	-	-			
	J. Henwood -	Boatman, Coast Guard	- 10 September -	27	-	-			
	W. Harvey -	- ditto -	- 10 November -	38	10	-			
Grimsby	G. Lancaster -	- ditto -	- 10 January -	43	-	-			
Hayle	E. Triggs -	- ditto -	- 14 July -	35	10	-			
Hull	G. Binks -	Tidewaiter -	- 1 April -	56	-	-			
	E. Atkinson -	- ditto -	- 5 September -	49	-	-			
Ipswich	W. L. Pattison -	- ditto -	- 2 August -	30	-	-			
Littlehampton	J. Haines -	Boatman, Coast Guard	- 26 May -	18	-	-			
	J. Smith -	- ditto -	- 1 December -	36	-	-			
Liverpool	W. Hunt -	Locker -	- 27 May -	46	-	-			
	W. F. Humphreys	Principal Coast Officer	- 5 May -	45	-	-			
	W. Blake -	Timber Measurer -	- 6 August -	92	-	-			
	C. Wharney -	Superintending Locker	- 31 August -	63	-	-			
	C. Griffin -	Tidewaiter -	- 29 August -	24	-	-			
	H. Kinsey -	Searcher -	- 13 October -	263	-	-			
	W. Hyden -	Weigher -	- 20 October -	34	-	-			
Lowestoft	R. Bennett -	Boatman, Coast Guard	- 15 October -	18	-	-			
Maldon	H. Lambert -	Mariner of a Cruiser	- 13 July -	13	10	-			
Newcastle	R. Henderson -	Landing Surveyor -	- 22 March -	135	-	-			
	R. Campbell -	Out-door Officer -	- 22 December -	44	15	4			
North Shields	T. Scott -	Clerk -	- 5 April -	180	-	-			
Penzance	W. Mayne -	Boatman, Coast Guard	- 25 July -	33	-	-			
	J. Steer -	- ditto -	- 23 December -	26	-	-			
Plymouth	R. Luscombe -	Searcher -	- 18 April -	229	3	4			
	W. Joy -	Mariner of a Cruiser	- 10 October -	25	-	-			
	J. McDonald -	Boatman -	- 16 November -	30	-	-			
	W. Grimwood -	Boatman, Coast Guard	- 17 November -	39	-	-			
Poole	P. Brownsea -	Boatman -	- 27 December -	34	-	-			
Portsmouth	J. Gale -	Boatman, Coast Guard	- 3 February -	44	-	-			
	J. Giles -	- ditto -	- 21 October -	26	-	-			
	G. Miller -	Controller -	- 19 February -	390	-	-			
Preston	H. Makinson -	Timber Measurer -	- 5 November -	60	-	-			
Ramsgate	W. Bate -	Chief Boatman, Coast Guard	- 3 September -	41	-	-			
Rye	E. Lamb -	Boatman, Coast Guard	- 27 June -	44	-	-			
Southampton	H. Vinson -	Mariner of a Cruiser	- 8 August -	23	10	-			
	D. Dominey -	- ditto -	- 22 July -	23	-	-			
Swansea	J. Davis -	Boatman, Coast Guard	- 21 January -	34	-	-			
	J. Morris -	- ditto -	- 7 April -	32	10	-			
West Hartlepool	J. Nance -	- ditto -	- 7 July -	34	-	-			
Weymouth	W. Dinnicombe -	- ditto -	- 2 January -	41	-	-			
Woodbridge	G. Darcy -	- ditto -	- 22 September -	38	10	-			
Wells	R. Coe -	- ditto -	- 27 March -	31	-	-			
Yarmouth	J. Croucher -	Chief Officer, Coast Guard	- 17 December -	44	-	-			
SCOTLAND.									
Ayr	J. Bell -	Boatman, Coast Guard	Died 14 January 1867	27	-	-			
Campbeltown	W. McKillop -	Mariner of a Craizer	- 26 January -	15	5	-			
	A. McKinley -	Boatswain -	- 20 February -	11	-	-			
	M. McNeil -	Mariner of a Cruiser	- 13 March -	18	-	-			
	D. Currie -	- ditto -	- 15 May -	15	-	-			
	T. Haxton -	- ditto -	- 4 August -	22	-	-			
Dundee	R. Mills -	- ditto -	- 15 July 1866	24	-	-			
Inverness	W. McRitchie -	Boatman, Coast Guard	- 6 December 1867	32	-	-			
Kirkwall	J. Allan -	- ditto -	- 22 March -	34	-	-			
Leith	J. H. Nanson -	Collector -	- 20 September -	587	-	-			
Montrose	J. Anderson -	Extra Tidewaiter -	- 14 January -	8	18	4			
	J. Stuart -	Boatman, Coast Guard	- 5 July -	38	10	-			
Port Glasgow	J. Boyle -	Collector -	- 19 September -	265	-	-			
Stornoway	G. Morrison -	Mariner of a Cruiser	- 17 March -	29	-	-			
	M. Murray -	- ditto -	- 1 June -	17	-	-			
Troon	A. McNeil -	Tidewaiter -	- 21 November -	44	10	-			
Carried forward - £.				7,172	13	9	133,857	8	2

No. 15.—CUSTOMS—*continued.*

Port.	Name.	Office.	Cause of Cessation.	Annual Amount.			—		
Allowances Ceased within the Year— <i>continued.</i>			Brought forward -	£.	s.	d.	£.	s.	d.
				7,172	13	9	133,857	8	2
I R E L A N D :									
Belfast -	T. Hannan -	Boatman, Coast Guard -	Died 28 February 1867	37	-	-			
	S. Montgomery -	- ditto -	- 2 March -	24	-	-			
	P. Broderick -	Patrol Inspector -	- 13 November -	27	3	8			
Coleraine -	D. McCurdy -	Boatman, Coast Guard -	- 10 April -	26	-	-			
Cork -	E. Francis -	- ditto -	- 21 December -	41	-	-			
Drogheda -	B. Judge -	- ditto -	- 26 May -	29	-	-			
Dublin -	S. Curtis -	Tide Surveyor -	- 14 February -	155	-	-			
	J. Murphy -	Boatman, Coast Guard -	- 21 June -	36	-	-			
	F. Gore -	Weigher -	- 16 September -	47	-	-			
	D. Haynes -	Tidewaiter -	- 26 October -	45	-	-			
	J. Hynes -	Boatman, Coast Guard -	- 27 November -	27	-	-			
Limerick -	J. Driscoll -	- ditto -	- 25 March -	18	-	-			
Newry -	T. McCarten -	- ditto -	- 4 January 1862	25	-	-			
	M. Smith -	Locker -	- 20 January 1867	68	-	-			
Skibbereen -	N. Richards -	Boatman, Coast Guard -	- 19 December 1866	33	-	-			
Sligo -	C. Kingman -	- ditto -	- 4 August 1867	66	-	-			
Tralee -	P. Sullivan -	- ditto -	- 19 January -	27	-	-			
	A. Mahoney -	- ditto -	- 21 March -	42	-	-			
Westport -	G. Cook -	- ditto -	- 30 December 1866	18	10	-			
	A. Kilbane -	- ditto -	- 15 November 1867	19	-	-			
Wexford -	A. Byrne -	- ditto -	- 24 December -	20	-	-			
E N G L A N D :									
(22 Vict. c. 26.)									
London -	W. R. Dockrall -	Clerk -	Unclaimed for two years	19	15	6			
	M. Irving -	- ditto -	Died 9 December 1866	81	-	-			
	W. Grimley -	Master of Harbour Vessel	- 24 October 1867	39	10	10			
	P. Allen -	Surveyor -	- 2 October -	279	-	-			
	P. Heslop -	Messenger -	- 24 December -	87	10	-			
Berwick -	W. Richardson -	Tidewaiter -	- 1 June -	68	-	-			
Bristol -	E. Arnand -	Controller General -	- 12 January -	637	-	-			
	J. Horwood -	Locker -	- 23 January -	33	-	-			
Deal -	R. Wilkinson -	Boatman, Coast Guard -	- 21 May -	42	10	-			
Falmouth -	J. Bishop -	Principal Coast Officer -	- 1 July -	24	13	10			
Liverpool -	J. Sewell -	Examining Officer -	- 26 January -	59	15	7			
Milford -	J. Rogers -	Tidewaiter -	- 9 September -	30	-	-			
Newcastle -	J. Hall -	Extra Officer -	- 21 June -	14	4	2			
Newhaven -	J. Sims -	Chief Mate of a Cruiser -	- 21 September -	81	-	-			
Rochester -	W. Waghorn -	Tidewaiter -	- 10 January -	30	13	5			
Shoreham -	W. Bellamy -	Collector -	- 14 January -	403	9	11			
Ramsey -	P. Christian -	Boatman, Coast Guard -	- 19 March -	30	-	-			
S C O T L A N D :									
Glasgow -	D. Ross -	Extra Weigher -	Died 27 May 1867	6	13	8			
Greenock -	R. Jones -	Out-door Officer -	- 22 October -	37	9	6			
Wigtown -	P. S. Innes -	Principal Coast Officer -	- 17 March -	52	10	-			
I R E L A N D :									
Belfast -	W. Cochrane -	Clerk -	Died 24 May 1867	54	-	-			
Dublin -	S. Archbold -	Out-door Officer -	- 6 December 1866	11	1	4			
	R. Partridge -	Messenger -	- 21 November 1867	49	-	-			
Londonderry -	H. Gilbert -	Out-door Officer -	- 3 June -	28	19	-			
Wexford -	M. Doyle -	Weigher -	- 15 January -	15	-	-			
							10,219	4	2
Amount remaining payable on 31st December 1867 -				£.			123,638	4	-

— No. 16. —

INLAND REVENUE, UNITED KINGDOM.

1.—COMPENSATION Allowances:

[illegible]

£.	s.	d.
29,227	10	4

Allowances Granted in the Year 1867 :

[illegible]

No. 16.—INLAND REVENUE, UNITED KINGDOM—*continued.*

Allowances Ceased within the Year 1867 :

Name.	Office.	Cause of Cessation.	Annual Amount.	Annual Amount Payable.
			£. s. d.	£. s. d.
		Brought forward - - -	- - -	35,347 6 2
William Francis West -	Lieutenant, Revenue Police - -	Died, 20 January - 1867	90 - -	
James Friendship Hoyten -	Division Officer - - -	- 8 February - "	65 5 -	
Owen Lloyd - - -	Permit Writer - - -	- 23 February - "	58 6 8	
Thomas Sims - - -	- ditto - - -	- 15 April - - "	62 - -	
Henry Druller - - -	- ditto - - -	- 12 May - - "	39 - -	
John Pratt - - -	Tax Officer, Ireland - - -	- 21 April - - "	46 3 1	
Duncan McDonald - -	Permit Writer - - -	- 28 December - "	51 13 4	
Robert Bell - - -	Collector's Clerk - - -	- 12 April - - "	30 - -	
S. Cooper - - -	Distributor of Stamps, Oxon and Bucks.	- 16 December - 1866	200 - -	
Henry Raper - - -	Pipe Office - - -	- 16 May - - 1867	80 - -	
G. Hogsflesh - - -	Bank of England Clerk, attached to Special Commissioners' Office.	- 22 June - - "	261 5 -	
Edward Bates - - -	Secretary, Commissioners of Taxes -	- 24 October - - "	1,266 13 4	
				2,250 6 5
Amount payable on 31st December 1867 - - - £.				33,096 19 9

2.—SUPERANNUATION Allowances :

Amount which remained payable on 1st January 1867 - - - - - 152,614 8 1

Allowances Granted in the Year 1867 :

Name.	Office.	Salary on Retirement.	Age on Retirement.	Period of Service.	Cause of Retirement.	Yearly Allowance Granted.
		£. s. d.	Yrs. Mos.	Yrs. Mos.		£. s. d.
William McInnes -	Division Officer -	150 - -	65 0	42 11	Above 60 - -	117 4 -
George Burrell -	Collector's Clerk -	180 - -	65 0	40 4	- ditto - -	135 - -
Thomas Watts -	Division Officer -	150 - -	62 0	38 6	- ditto - -	112 10 -
Wm. Adolphus Mark	Collector -	550 - -	61 0	41 7	- ditto - -	440 - -
Samuel Hayward -	Division Officer -	150 - -	61 0	40 10	- ditto - -	117 10 -
John Widdowson -	Collector's Clerk -	180 - -	66 0	43 0	- ditto - -	150 - -
John Sharland -	Supervisor -	230 - -	62 0	38 7	- ditto - -	164 16 8
William Joseph Meynell.	Division Officer -	150 - -	62 0	38 8	- ditto - -	110 - -
Robert Hamilton -	Supervisor -	230 - -	59 0	38 5	Ill-health - -	164 16 8
Luke Croughan -	Division Officer -	150 - -	64 0	37 10	Above 60 - -	105 - -
Daniel McKenzie -	- ditto -	150 - -	61 0	38 8	- ditto - -	107 10 -
Charles Prigg -	Port Officer, London	150 - -	61 0	40 6	- ditto - -	114 12 -
Thomas Colborne -	Division Officer -	150 - -	63 0	39 3	- ditto - -	110 - -
Thomas Greader -	- ditto -	150 - -	61 0	40 3	- ditto - -	112 10 -
Stephen Elphick -	- ditto -	150 - -	66 0	33 11	- ditto - -	107 10 -
John Barton -	Ride Officer -	110 - -	58 0	38 3	Ill-health - -	78 16 8
William Roberts -	Committee Clerk, Chief Office.	650 - -	70 0	50 3	Above 60 - -	650 - -
Edgar Eldred -	Collector -	1,000 - -	68 0	46 7	- ditto - -	901 14 5
William Burge -	Ride Officer -	110 - -	64 0	41 10	- ditto - -	88 - -
George Matthews -	Collector -	500 - -	69 0	40 4	- ditto - -	375 - -
Colin Campbell -	Division Officer -	150 - -	64 0	40 3	- ditto - -	112 10 -
Thomas Meredith -	- ditto -	150 - -	63 0	40 -	- ditto - -	118 5 -
Frank Mansell -	Ride Officer -	110 - -	56 0	28 5	Ill-health - -	51 6 8
William Morris -	- ditto -	110 - -	61 0	32 4	Above 60 - -	58 13 4
Robert M'Rae -	Preventive Man -	86 - 8	34 0	12 0	Ill-health - -	17 4 -
Ann Goodwin -	Charwoman -	30 - -	52 0	16 0	- ditto - -	8 - -
Thomas Mills -	Division Officer -	150 - -	54 0	26 8	- ditto - -	65 - -
Matthew Thompson	- ditto -	150 - -	58 0	36 11	- ditto - -	90 - -
Alexander Grant -	Supervisor -	250 - -	60 0	37 1	Above 60 - -	154 3 4
Frederick Michelson	Division Officer -	150 - -	50 0	29 9	Ill-health - -	72 10 -
Alexander Williams	Supervisor -	230 - -	53 0	27 6	- ditto - -	100 - -
James Craib -	Division Officer -	150 - -	49 0	23 7	- ditto - -	57 10 -
Wm. Davies Kelly -	- ditto -	150 - -	56 0	28 0	- ditto - -	70 - -
Burkett Stuchbery -	Ride Officer -	110 - -	61 0	31 9	Above 60 - -	56 16 8
Carried forward - - - £.						5,294 9 5
						152,614 8 1

No. 16.—INLAND REVENUE, UNITED KINGDOM—*continued.*

Name.	Office.	Salary on Retirement.	Age on Retirement.	Period of Service.	Cause of Retirement.	Yearly Allowance Granted.	Annual Amount Payable.
		£. s. d.	Yrs. Mos.	Yrs. Mos.		£. s. d.	£. s. d.
Allowances Granted—continued.				Brought forward - - -		5,294 9 5	152,614 8 1
James Burton	Division Officer	150 - -	59 0	37 0	Ill-health - -	92 10 -	
John Clarkson	- ditto - -	150 - -	60 0	31 5	Above 60 - -	77 10 -	
Thomas Reeve Colls	Ride Officer	110 - -	60 0	36 10	- ditto - -	66 - -	
John Nagle	Division Officer	150 - -	56 0	29 8	Ill-health - -	72 10 -	
John Willcox	- ditto - -	140 - -	49 0	23 11	- ditto - -	53 13 4	
William Morison	Supervisor	250 - -	53 0	29 11	- ditto - -	120 16 8	
Harry Lemon	- ditto - -	230 - -	61 0	32 1	Above 60 - -	122 13 4	
Stephen Huggard	Division Officer	150 - -	58 0	30 2	Ill-health - -	75 - -	
Thomas Crisfield	Ride Officer	110 - -	47 0	20 3	- ditto - -	36 13 4	
Ebenezer Hay	Division Officer	150 - -	50 0	27 1	- ditto - -	67 10 -	
John Scott	Supervisor	230 - -	60 0	37 1	Above 60 - -	141 16 8	
Robert Harris	- ditto - -	230 - -	52 0	28 10	Ill-health - -	107 6 8	
John Kear	Ride Officer	110 - -	53 0	31 7	- ditto - -	56 16 8	
Edward O'Brien	Division Officer	150 - -	54 0	29 11	- ditto - -	72 10 -	
William Elliott	- ditto - -	150 - -	54 0	27 8	- ditto - -	67 10 -	
Thomas Binks	- ditto - -	150 - -	56 0	33 9	- ditto - -	82 10 -	
Ambrose Baines Bell	- ditto - -	150 - -	63 0	36 9	Above 60 - -	90 - -	
John Allmett	- ditto - -	150 - -	55 0	33 7	Ill-health - -	85 10 -	
Charles Wm. Bird	- ditto - -	150 - -	50 0	28 1	- ditto - -	70 - -	
Bernard Murray Delany.	Clerk, Secretary's Office.	410 - -	68 0	28 2	Above 60 - -	177 13 4	
William Moffatt	Division Officer	150 - -	47 0	21 4	Ill-health - -	50 - -	
George Bishop	- ditto - -	150 - -	62 0	33 11	Above 60 - -	82 10 -	
Charles Rolls	Supervisor	230 - -	53 0	31 7	Ill-health - -	118 16 8	
George Sam. Cooke	Collector's Clerk	185 - -	61 0	33 4	Above 60 - -	101 15 -	
John Salway	Ride Officer	110 - -	53 0	29 6	Ill-health - -	53 3 4	
William White	Supervisor	230 - -	53 0	29 3	- ditto - -	111 3 4	
Richard Walkin	Division Officer	150 - -	46 0	21 10	- ditto - -	47 - -	
John Sarah	- ditto - -	150 - -	53 0	28 1	- ditto - -	70 - -	
Henry Newman	- ditto - -	150 - -	52 0	28 10	- ditto - -	70 - -	
Philip Gethin	Messenger	80 - -	60 0	23 7	Above 60 - -	30 13 4	
Cornelius Oakes	Ride Officer	110 - -	48 0	23 7	Ill-health - -	41 - -	
James Limond	Supervisor	247 5 -	48 0	25 8	- ditto - -	103 - -	
Geo. Morgan Parry	Division Officer	150 - -	52 0	28 10	- ditto - -	70 - -	
Thomas Williams	- ditto - -	150 - -	52 0	32 4	- ditto - -	80 - -	
Thomas Edwards	Ride Officer	110 - -	59 0	31 2	- ditto - -	56 15 8	
William Latter	Supervisor	230 - -	50 0	31 9	- ditto - -	118 16 8	
John Ord	Division Officer	150 - -	57 0	33 8	- ditto - -	82 10 -	
Joseph Hawkins	Ride Officer	110 - -	50 0	26 1	- ditto - -	47 13 4	
John Richardson	- ditto - -	110 - -	53 0	33 6	- ditto - -	60 10 -	
Finlay Cameron	- ditto - -	110 - -	59 0	31 3	- ditto - -	56 16 8	
James Dawson	Supervisor	230 - -	54 0	31 7	- ditto - -	118 16 8	
John Glenn	Division Officer	150 - -	61 0	33 3	Above 60 - -	60 - -	
James Frood	Ride Officer	110 - -	37 0	15 4	Ill-health - -	27 10 -	
John Curtayne	Division Officer	150 - -	50 0	22 7	- ditto - -	52 10 -	
Henry Hoyte	Supervisor	250 - -	54 0	33 0	- ditto - -	137 10 -	
John Snell	Division Officer	150 - -	61 0	31 10	Above 60 - -	87 10 -	
Thomas Pink	Ride Officer	110 - -	51 0	28 1	Ill-health - -	51 6 8	
Jeremy Pemberton Ripley.	Clerk, Secretary's Office.	329 2 10	33 0	12 8	- ditto - -	65 16 6	
John Buckman Norman	Division Officer	150 - -	38 0	16 4	- ditto - -	37 10 -	
Daniel Broughton	Supervisor	230 - -	50 0	26 5	- ditto - -	99 13 4	
Thomas Scotland	Division Officer	150 - -	61 0	32 0	Above 60 - -	80 - -	
Samuel Kerr	Coal Porter	54 12 -	41 0	18 11	Mental Infirmary	16 7 7	
Mary Pritchard	Sewer, Warehouse	36 8 -	58 11	39 4	Bodily Infirmary	23 11 3	
Benjamin Thorpe	Stamper - -	100 - -	56 -	24 6	- ditto - -	40 - -	
Samuel Macquoid	Cancel Office - -	500 - -	52 5	32 5	- ditto - -	266 13 4	
William Jackson	Surveyor of Taxes	390 - -	61 -	22 6	Above 60 - -	143 - -	
J. Gustard	Clerk, Insurance Duty	190 - -	52 9	14 6	Bodily Infirmary	44 6 8	
W. Carrick	Clerk, Controller General, Edinburgh.	240 - -	68 3	39 0	- ditto - -	185 3 4	
G. Godwin	Surveyor of Taxes	350 - -	36 6	17 2	Mental Infirmary	99 3 4	
J. Salmon	Clerk, Controller General, Edinburgh.	320 - -	43 9	25 0	- ditto - -	133 6 8	
R. W. Elliott	Clerk, Accountant's Office.	400 - -	72 0	50 0	Above 60 - -	400 - -	
C. G. Powell	- ditto - -	415 - -	60 0	40 10	- - -	300 7 9	
							10,953 6 6
Carried forward						£.	163,567 14 7

No. 16.—INLAND REVENUE, UNITED KINGDOM—continued.

				£.	s.	d.
Brought forward - - -				163,567	14	7
Allowances Ceased in the Year 1867:						
Name.	Office.	Cause of Cessation.	Annual Amount Ceased.			
			£.	s.	d.	
Patrick Graham - - -	Collector's Clerk - - -	Died 10 January - 1867	120	-	-	
William Roberts - - -	Division Officer - - -	- 17 January - -	73	-	-	
Thomas Watts - - -	- ditto - - -	Increased Allowance Granted, 1 February 1867.	107	10	-	
James Waters - - -	- ditto - - -	Died 13 October - 1866	56	-	-	
Thomas William Hughes -	General Accountant - - -	- 29 January - 1867	265	-	-	
Thomas Watton - - -	Division Officer - - -	- 23 January - -	85	10	-	
Thomas Williams - - -	Supervisor - - -	- 24 January - -	125	-	-	
Samuel N. Saunders - - -	Division Officer - - -	- 31 January - -	70	-	-	
Joseph Davy - - -	- ditto - - -	- 27 January - -	44	-	-	
Richard Hoggat - - -	- ditto - - -	- 27 January - -	54	10	-	
Charles Kean - - -	- ditto - - -	- 29 January - -	53	-	-	
John Jones - - -	Ride Officer - - -	- 29 January - -	87	-	-	
James Bull - - -	Supervisor - - -	- 5 February - -	140	-	-	
Duncan Ross - - -	Division Officer - - -	- 5 February - -	59	-	-	
Thomas Bevan Fox - - -	Supervisor - - -	- 6 February - -	134	-	-	
Richard Lewis - - -	Division Officer - - -	- 10 February - -	66	-	-	
John Galbraith - - -	Preventive Man - - -	- 14 February - -	49	16	8	
Joseph Blair - - -	Supervisor - - -	- 22 February - -	115	-	-	
James Anderson - - -	- ditto - - -	- 23 February - -	164	10	-	
Francis Knolles - - -	- ditto - - -	- 20 January - -	134	-	-	
Richard Cridge - - -	Division Officer - - -	- 7 January - -	77	-	-	
John Preacher - - -	- ditto - - -	- 26 March - -	64	-	-	
Stephen Danby - - -	- ditto - - -	- 16 January - -	75	-	-	
Daniel Morris - - -	Tide Surveyor - - -	- 21 February - -	104	-	-	
George Hawley - - -	Ride Officer - - -	- 11 March - -	57	-	-	
Thomas Adams - - -	Division Officer - - -	- 15 March - -	80	-	-	
James Mitchell - - -	Ride Officer - - -	- 15 March - -	63	-	-	
Henry Smith - - -	Division Officer - - -	- 15 March - -	95	6	8	
Robert Bucknell - - -	- ditto - - -	- 18 March - -	62	-	-	
Jesse Swetnam - - -	Supervisor - - -	- 19 March - -	120	-	-	
William Mair - - -	Division Officer - - -	- 20 March - -	60	-	-	
Samuel Fox - - -	Ride Officer - - -	- 22 March - -	36	-	-	
Joseph Rogers - - -	- ditto - - -	- 28 March - -	56	16	8	
Stuart Alexander - - -	Supervisor - - -	- 2 April - -	103	-	-	
Hugh Cogan - - -	Division Officer - - -	- 2 April - -	59	-	-	
George James - - -	Ride Officer - - -	- 13 April - -	44	-	-	
John White - - -	Division Officer - - -	- 24 April - -	53	13	4	
James Salmon - - -	Collector - - -	- 10 April - -	245	-	-	
John Lovell James - - -	Division Officer - - -	- 4 May - -	63	-	-	
Daniel Evans - - -	- ditto - - -	- 2 April - -	70	-	-	
Edwd. Waldron Whitehead	Supervisor - - -	- 14 May - -	154	2	-	
Charles Bligh - - -	Division Officer - - -	- 17 April - -	58	-	-	
John Savory - - -	Collector - - -	- 13 May - -	300	-	-	
Henry Campbell - - -	Ride Officer - - -	- 26 May - -	65	-	-	
Joseph Gibbs - - -	Division Officer - - -	- 28 May - -	83	-	-	
Richard Walker - - -	Supervisor - - -	- 30 May - -	140	-	-	
Alexander Reid - - -	Division Officer - - -	- 2 June - -	67	-	-	
John Chapple - - -	- ditto - - -	- 27 May - -	52	-	-	
Nathaniel Thurston - - -	- ditto - - -	- 9 June - -	79	-	-	
James May - - -	- ditto - - -	- 10 June - -	57	-	-	
William Law - - -	Ride Officer - - -	- 26 May - -	31	10	-	
John Wemyss - - -	Collector - - -	- 15 June - -	400	-	-	
Josiah Lowe - - -	Supervisor - - -	- 14 June - -	138	-	-	
James Reader - - -	Assistant Export Surveyor	- 22 June - -	150	-	-	
George Lowe - - -	Division Officer - - -	- 28 June - -	54	-	-	
Edward Probyn - - -	Supervisor - - -	- 21 August - -	56	11	8	
Alexander James - - -	Ride Officer - - -	- 9 June - -	71	-	-	
Henry White - - -	- ditto - - -	- 30 June - -	70	-	-	
John Weekes - - -	Division Officer - - -	- 8 July - -	68	-	-	
John Walker - - -	- ditto - - -	- 21 July - -	69	-	-	
John Dudgeon - - -	Ride Officer - - -	- 22 July - -	66	-	-	
Joseph Moore - - -	Division Officer - - -	- 23 July - -	53	-	-	
Carried forward - - - £.			5,872	17	-	
				163,567	14	7

No. 16.—INLAND REVENUE, UNITED KINGDOM—*continued.*

Name.	Office.	Cause of Cessation.	Annual Amount Ceased.						
			£.	s.	d.	£.	s.	d.	
Superannuation Allowances Ceased— <i>continued.</i>			Brought forward - -			5,872	17	-	163,567 14 7
Thomas Burgess - -	Division Officer - -	Died 25 July - - 1867	60	-	-				
Archibald Thomson - -	Preventive Man - -	- 29 July - - -	38	18	7				
Jonah Britnell - -	Division Officer - -	- 3 August - - -	64	-	-				
John Penket - -	- ditto - - -	- 4 August - - -	77	-	-				
John Tucker - -	Ride Officer - - -	- 6 August - - -	66	-	-				
H. G. Chaplin - -	- ditto - - -	- 8 August - - -	47	-	-				
Thomas Simpson - -	Division Officer - -	- 11 August - - -	82	-	-				
John Jones - -	Ride Officer - - -	- 13 August - - -	56	-	-				
John Gulline - -	Division Officer - -	- 15 August - - -	62	-	-				
Thomas Bailey - -	Supervisor - - -	- 17 August - - -	145	-	-				
George Graystone - -	Division Officer - -	- 20 August - - -	28	-	-				
George France - -	Ride Officer - - -	- 27 August - - -	60	-	-				
Christopher Willoughby -	Principal Officer, Town -	- 27 August - - -	68	-	-				
Charles Waldron Whitehead	Ride Officer - - -	- 5 August - - -	61	-	-				
Richard Thomas - -	Supervisor - - -	- 14 September - -	151	-	-				
Griffith Powell - -	Ride Officer - - -	- 18 September - -	60	-	-				
John Stenhouse - -	Division Officer - -	- 19 September - -	54	-	-				
James Todd - -	- ditto - - -	- 21 September - -	83	-	-				
George Wilson - -	Supervisor - - -	- 24 September - -	110	-	-				
Thomas Reid - -	- ditto - - -	Re-appointed 5 October	126	10	-				
Francis Grimani - -	Clerk to Accountant	Died 27 September -	85	-	-				
George Burrell - -	Collector's Clerk - -	- 2 October - - -	135	-	-				
John Badcock - -	Collector - - -	- 9 October - - -	297	-	-				
John Wildin - -	Supervisor - - -	- 19 October - - -	140	-	-				
Benjamin Barnett - -	- ditto - - -	- 20 October - - -	122	-	-				
Morgan Price - -	Assistant - - -	- 27 October - - -	41	-	-				
John Smith Andrews - -	Division Officer - -	- 3 November - - -	50	-	-				
Daniel Paget - -	Permit Writer - - -	- 4 November - - -	40	-	-				
Alexander M'Kinlay - -	Preventive Man - - -	- 4 November - - -	58	7	10				
Thomas Wallis - -	Division Officer - -	- 20 November - -	47	10	-				
John Park - -	Collector's Clerk - -	- 22 November - -	97	-	-				
Thomas Glover - -	Ride Officer - - -	- 7 December - - -	68	-	-				
Henry Nutting - -	- ditto - - -	- 12 December - -	75	3	4				
Charles Knowles - -	- ditto - - -	- 20 December - -	80	13	4				
Peter Hannaford - -	- ditto - - -	- 14 December - -	68	-	-				
George Arcoat - -	- ditto - - -	- 18 December - -	30	-	-				
Thomas Barrett - -	Division Officer - -	- 27 December - -	50	-	-				
Llewellyn Beynon - -	- ditto - - -	- 24 December - -	75	-	-				
Shrub Tripp - -	- ditto - - -	- 23 December - -	87	10	-				
William Harris - -	- ditto - - -	- 19 December - -	60	-	-				
George Webster - -	Ride Officer - - -	- 11 December - -	75	-	-				
Edward Benbough - -	- ditto - - -	- 30 December - -	57	-	-				
William Rowley - -	- ditto - - -	- 29 December - -	50	-	-				
John Pulford - -	Supervisor - - -	- 15 December - -	136	-	-				
Job Wilks - -	Division Officer - -	- 14 December - -	61	-	-				
William Hughes - -	- ditto - - -	- 25 February - -	65	-	-				
Thomas Hill - -	- ditto - - -	- 23 February - -	69	-	-				
Thomas Stuckley - -	Inspector of Watch - -	- 10 April - - -	84	-	-				
James M'Gregor - -	Division Officer - -	- 21 January - - -	70	-	-				
John Richards - -	- ditto - - -	- 27 November - -	44	-	-				
James Young - -	- ditto - - -	- 19 July - - -	64	-	-				
E. F. M. Lewes - -	Clerk, Legacy Duty - -	- 4 January - - -	277	-	-				
C. H. Sells - -	Surveyor of Taxes - -	- 10 February - -	190	-	-				
A. Bennett - -	Clerk, Warehouse - -	- 23 February - -	126	10	-				
J. B. Safford - -	Clerk, Accountant - -	- 11 February - -	515	-	-				
J. Castle - -	Stamper - - -	- 26 May - - -	35	-	-				
J. Gustard - -	Clerk, Fire Insurance Duty	- 17 May - - -	44	6	8				
R. Welsh - -	Inspector of Taxes - -	- 24 May - - -	375	-	-				
G. Godwin - -	Surveyor - - -	- 22 June - - -	99	3	4				
W. Park - -	Clerk, Controller General, Edinburgh.	- 29 June - - -	114	-	-				
						11,630	10	1	
Amount payable on 1st January 1868 - - -			£.			151,937	4	6	

— No. 17. —

POST OFFICE, UNITED KINGDOM.

1.—COMPENSATION Allowances:

Amount which remained payable on 1st January 1867	-	-	-	-	{ GREAT BRITAIN	-	£.	s.	d.	2,155	13	9	3,231	-	-
					{ IRELAND	-	-	-	-	1,075	6	3			

Allowances Granted in the Year 1867:

Name.	Office.	Cause of Allowance.	Yearly Allowance Granted.					
			£.	s.	d.			
T. A. Stayner	Deputy Postmaster-General of Canada.	Loss of office	300	-	-			
R. Morse	Postmaster of Newnham	Worn out	22	6	5			
Emma Pitt	Widow of a Marine Sorter	Husband drowned in Service	20	-	-			
H. G. Pitt	Son of a Marine Sorter	Father drowned in Service	10	-	-			
H. L. Pitt	ditto	ditto	10	-	-			
D. R. Pitt	ditto	ditto	10	-	-			
Ann Gayford	Widow of a Marine Sorter	Husband drowned in Service	20	-	-			
Mary E. Gayford	Daughter of a Marine Sorter	Father drowned in Service	10	-	-			
C. J. Gayford	ditto	ditto	10	-	-			
H. Gayford	ditto	ditto	10	-	-			
Ann Webb	Widow of a London Letter Carrier	Husband killed in Service	26	1	5			
						448	7	10

Allowances Ceased within the Year:

Name.	Office.	Cause of Cessation.	Annual Amount.					
			£.	s.	d.			
J. C. Nicholson	Circulation Department	Superannuation	40	-	-			
						40	-	-

Amount remaining payable on 31st December 1867	-	-	-	-	{ GREAT BRITAIN	-	£.	s.	d.	2,564	1	7	3,639	7	10
					{ IRELAND	-	-	-	-	1,075	6	3			

2.—SUPERANNUATION Allowances:

Amount which remained payable on 1st January 1867	-	-	-	-	{ GREAT BRITAIN	-	£.	s.	d.	56,689	9	3	64,299	7	4
					{ IRELAND	-	-	-	-	7,609	18	1			

Allowances Granted in the Year 1867:

Name.	Office.	Salary on Retirement.	Age on Retirement.	Period of Service.	Cause of Retirement.	Yearly Allowances Granted.		
		£.	s.	d.		£.	s.	d.
ENGLAND:								
M. J. Blake	Clerk	256	-	-	32	15	Secondary symptoms	64 - -
J. Brodie	Assistant Controller.	480	-	-	56	36	Abolition of office	320 - -
W. Carroll	Clerk	320	-	-	54	27	ditto	197 6 8
W. S. Dawson	ditto	86	-	8	64	15	Above 60 years of age	21 10 2
J. C. Dixon	ditto	290	-	-	39	21	Inflammation of lungs	101 10 -
D. Davies	ditto	308	-	-	43	26	Abolition of office	184 16 -
D. J. Ely	Assistant Controller.	470	-	-	49	30	ditto	313 6 8
E. R. Edwards	Clerk	290	-	-	44	27	ditto	178 16 8
E. A. Feilden	ditto	202	10	-	30	13	Paralysis	43 17 6
M. Joell	ditto	78	4	8	49	19	Worn out	24 15 4
J. James	ditto	210	-	-	51	21	Inflammation of windpipe	73 10 -
C. Johnson	ditto	350	-	-	55	36	Abolition of office	233 6 8
J. Kirkby	ditto	210	-	-	43	22	Consumption	77 - -
Carried forward - £.						1,833	15	8

No. 17.—POST OFFICE (UNITED KINGDOM)—*continued.*

Name.	Office.	Salary on Retirement.	Age on Retirement.	Period of Service.	Cause of Retirement.	Yearly Allowances Granted.	
		£. s. d.	Yrs.	Yrs.		£. s. d.	£. s. d.
ENGLAND: Superannuation Allowances Granted— <i>continued.</i>					Brought forward -	1,833 15 8	64,299 7 4
J. Larrad - -	Clerk - -	78 4 3	30	10	Reduction of Establishment.	13 - 8	
D. Morgan - -	- ditto - -	140 - -	32	12	Disease of the brain -	28 - -	
J. L. Marshall -	- ditto - -	233 - 8	39	23	Failing sight - -	89 6 6	
G. R. Moore - -	- ditto - -	300 - -	43	27	Amaurosis - - -	135 - -	
J. R. Morris - -	- ditto - -	202 10 -	43	19	Affection of the brain -	64 2 6	
H. Matthews - -	- ditto - -	452 18 6	52	35	Abolition of office -	301 19 -	
G. B. Newman -	Sorting Clerk -	80 - -	65	22	Above 60 years of age -	29 6 8	
J. C. Nicholson -	Clerk - -	406 - -	51	31	Abolition of office -	270 13 4	
R. Peel - -	Inspector of Letter Carriers.	140 - -	49	21	Failing sight - -	49 - -	
J. Swain - -	- ditto - -	157 19 -	51	20	Nervous debility - -	52 10 -	
R. Spray - -	Clerk - -	60 - -	44	20	Worn out - - -	20 - -	
T. Sweeney - -	- ditto - -	275 16 8	40	21	Ulcerated legs - -	96 10 9	
T. Seager - -	Inspector of Letter Carriers.	140 - -	49	28	Failing sight - -	65 6 8	
W. H. Smith - -	- ditto - -	200 - -	60	25	Above 60 years of age -	83 6 8	
R. Thompson - -	Clerk - -	202 10 -	47	22	Fits - - -	74 5 -	
Honoraria P. G. Trant	- ditto - -	83 8 6	55	33	Chronic bronchitis -	45 17 8	
D. Airth - -	Messenger -	130 7 1	58	25	Chronic rheumatism -	54 6 3	
S. Auckland - -	Rural Messenger	28 13 6	76	21	Worn out - - -	10 - 8	
R. Blackett - -	- ditto - -	36 10 -	72	19	Above 60 years of age -	11 11 2	
W. Barnard - -	- ditto - -	36 10 -	65	23	- ditto - - -	13 19 10	
J. Biggs - -	- ditto - -	39 2 1	67	19	- ditto - - -	12 7 7	
H. Brown - -	- ditto - -	36 10 -	52	19	General debility - -	11 11 2	
H. Bubb - -	Letter Carrier -	59 19 3	39	11	Disease of the brain -	10 19 10	
E. Bywater - -	Rural Messenger	28 13 6	70	10	Above 60 years of age -	4 15 7	
J. Boardman - -	Letter Carrier -	59 19 3	61	12	- ditto - - -	11 19 10	
J. Booth - -	- ditto - -	65 3 6	52	21	Asthma, &c. - -	22 16 2	
J. Barnewell - -	- ditto - -	65 3 6	36	13	Consumption - -	14 2 5	
E. Barton - -	Rural Messenger	33 17 10	60	18	Above 60 years of age -	10 3 4	
J. Bullock - -	Sorter - -	78 4 3	56	29	Chronic rheumatism -	37 16 -	
J. Bennett - -	Letter Carrier -	65 3 6	54	25	Injury to the leg - -	27 3 1	
R. Barlow - -	Rural Messenger	39 2 1	73	20	Above 60 years of age -	13 - 8	
F. Beales - -	Letter Carrier -	78 4 3	49	23	Defective vision - -	29 19 7	
J. Blunt - -	Rural Messenger	36 10 -	37	12	Disease of the heart -	7 6 -	
W. Bradley - -	- ditto - -	39 2 1	70	22	Above 60 years of age -	14 6 9	
S. Baldwin - -	- ditto - -	33 17 10	66	14	- ditto - - -	7 18 1	
W. Bearman - -	- ditto - -	31 5 8	57	12	Mental affliction - -	6 5 1	
T. Broughton - -	- ditto - -	33 17 10	58	37	Worn out - - -	20 17 11	
J. Burghall - -	- ditto - -	36 10 -	58	20	Chest disease - -	12 3 4	
W. Cooper - -	- ditto - -	41 14 3	66	20	Above 60 years of age -	13 18 1	
G. Wedge - -	- ditto - -	39 2 1	64	17	- ditto - - -	11 1 7	
J. H. Cooper - -	- ditto - -	43 - 3	55	22	Chronic bronchitis -	15 15 4	
E. Cunyngham -	Letter Carrier -	78 4 3	48	22	Failing eyesight - -	28 13 6	
T. Cope - -	- ditto - -	40 8 1	48	21	Disease of the spine -	14 2 9	
C. Crosswell - -	Rural Messenger	31 5 8	60	14	Above 60 years of age -	7 5 11	
W. Cox - -	- ditto - -	39 2 1	64	22	- ditto - - -	14 6 9	
J. Chambers - -	- ditto - -	33 17 10	53	11	Asthma, &c. - -	6 4 3	
T. Churchill - -	- ditto - -	46 18 6	62	29	Above 60 years of age -	22 13 6	
P. Carter - -	Letter Carrier -	52 2 10	60	33	- ditto - - -	28 13 6	
W. Curtis - -	Messenger - -	70 - -	60	30	- ditto - - -	35 - -	
W. Couch - -	Sorter - -	117 6 5	48	21	Phthisis pulmonalis -	41 1 2	
M. Chiswell - -	Rural Messenger	27 7 5	63	27	Above 60 years of age -	12 6 1	
R. Cook - -	Letter Carrier -	39 2 1	63	19	- ditto - - -	12 7 7	
H. Cook - -	- ditto - -	65 3 6	30	13	Spinal disease - -	14 2 5	
J. Carruthers - -	Rural Messenger	36 10 -	63	18	Above 60 years of age -	10 19 -	
J. Chaney - -	Messenger - -	110 13 6	65	35	- ditto - - -	59 6 2	
J. Critchley - -	Rural Messenger	39 2 1	70	18	- ditto - - -	11 14 7	
J. Cross - -	- ditto - -	38 2 1	66	20	- ditto - - -	12 14 -	
W. T. Dawkins -	Letter Carrier -	78 4 3	56	34	Rheumatism, &c. - -	44 6 4	
J. Davidson - -	Rural Messenger	36 10 -	58	22	Chronic bronchitis -	13 7 8	
J. Dight - -	Letter Carrier -	65 3 6	32	11	Delicate lungs - -	11 18 11	
Henry Froom - -	- ditto - -	83 8 6	61	25	Above 60 years of age -	34 15 2	
N. Griffiths - -	- ditto - -	41 14 3	73	22	- ditto - - -	15 5 10	
J. Gibbs - -	Rural Messenger	36 10 -	38	16	Heart disease - -	9 14 8	
J. Grainger - -	- ditto - -	36 10 -	69	20	Above 60 years of age -	12 3 4	
W. Goodman - -	- ditto - -	31 5 8	60	30	- ditto - - -	15 12 10	
					Carried forward - £.	4,147 2 4	64,299 7 4

No. 17.—POST OFFICE (UNITED KINGDOM)—*continued*.

Name.	Office.	Salary on Retirement.	Age on Retirement.	Period of Service.	Cause of Retirement.	Yearly Allowances Granted.	
		£. s. d.	Yrs.	Yrs.		£. s. d.	£. s. d.
ENGLAND: Superannuation Allowances Granted— <i>continued</i> .					Brought forward -	4,147 2 4	64,299 7 4
P. Grant -	Letter Carrier -	65 3 6	38	15	Phthisis - - -	16 5 10	
R. Gonell -	Rural Messenger	36 10 -	61	11	Above 60 years of age -	6 13 10	
E. Greenly -	- ditto -	36 10 -	66	19	- ditto - - -	11 11 2	
T. Grossmith -	Stamper -	70 - -	46	24	Worn out - - -	28 - -	
T. Grant -	Rural Messenger	36 10 -	73	12	- ditto - - -	7 6 -	
N. Goodman -	Railway Messenger	40 8 2	68	13	Above 60 years of age -	8 15 -	
J. Galpin -	Letter Carrier -	41 14 3	67	23	- ditto - - -	15 19 9	
T. Hunt -	Rural Messenger	36 10 -	53	11	Worn out - - -	6 13 10	
G. Hilton -	Letter Carrier -	78 4 3	53	26	Pulmonary affection -	33 17 10	
C. Hunt -	Rural Messenger	36 10 -	56	25	Failing eyesight - -	15 4 2	
R. C. Higham -	- ditto -	31 5 8	60	14	Above 60 years of age -	7 5 11	
C. Haynes -	Letter Carrier -	37 7 4	61	13	- ditto - - -	8 1 10	
D. Harrison -	Rural Messenger	33 17 10	67	14	- ditto - - -	7 18 1	
A. Hawkins -	Letter Carrier -	31 5 8	63	30	- ditto - - -	15 12 10	
J. Hallett -	Rural Messenger	31 5 8	43	22	Broken leg - - -	11 9 4	
R. Henderson -	- ditto -	36 10 -	64	14	Above 60 years of age -	8 10 4	
W. Herbert -	Letter Carrier -	78 4 3	55	27	Varicose veins - -	35 3 10	
H. Headland -	Rural Messenger	36 10 -	53	14	Chronic bronchitis -	8 10 4	
H. Herbert -	- ditto -	31 5 8	70	13	Above 60 years of age -	6 15 6	
H. M. Hines -	Letter Carrier -	83 8 6	51	23	Nervous excitability -	31 19 7	
R. Hallett -	Messenger -	104 5 8	48	21	Worn out - - -	36 9 11	
J. Johnson -	Rural Messenger	31 5 8	52	10	General debility - -	5 4 3	
W. James -	- ditto -	36 10 -	52	18	Worn out - - -	10 19 -	
W. James -	Letter Carrier -	78 4 3	44	23	Defective vision - -	29 19 7	
W. J. Keene -	Sorter -	100 - -	49	31	Heart disease - -	51 13 4	
W. Kemp -	Rural Messenger	39 2 1	54	17	Chronic rheumatism -	11 1 7	
A. King -	Letter Carrier -	67 10 10	45	17	Disease of the kidneys -	19 2 8	
J. Lethbridge -	Rural Messenger	31 5 8	66	15	Above 60 years of age -	7 16 5	
T. Lee -	Letter Carrier -	44 - -	70	37	- ditto - - -	27 2 8	
S. Longley -	Rural Messenger	33 17 10	59	17	Bodily infirmity - -	9 12 -	
W. Lassecock -	Rural Messenger	20 17 1	75	15	Worn out - - -	5 4 3	
J. Leworthy -	Letter Carrier -	78 4 3	55	26	Lameness, &c. - -	33 17 10	
G. Lewis -	Rural Messenger	27 7 5	64	11	Above 60 years of age -	5 - 4	
W. Loram -	- ditto -	36 10 -	55	19	Disease of the heart -	11 11 2	
J. Longley -	Letter Carrier -	62 11 4	48	23	Chronic bronchitis -	23 19 8	
W. Lovejoy -	Rural Messenger	39 2 1	48	11	Pulmonary complaint -	7 3 4	
A. Marriott -	Letter Carrier -	31 5 8	56	19	Disease of the testicles -	9 18 1	
W. Meakin -	Rural Messenger	36 10 -	55	19	Disease of the liver -	11 11 2	
J. Marshall -	- ditto -	36 10 -	68	16	Above 60 years of age -	9 14 8	
D. Mathias -	Letter Carrier -	67 18 2	53	17	Mania - - -	19 4 8	
G. Mellor -	Rural Messenger	44 9 3	55	11	Chronic rheumatism -	8 2 11	
G. J. Middleton -	Sorter -	93 17 1	55	26	Asthma, &c. - -	40 13 4	
E. R. Martin -	Travelling Sorter	54 11 2	25	5	Injury to spine - -	9 1 10	
E. J. Miller -	Stamper -	67 9 6	31	10	Disease of the chest -	11 4 10	
G. Norris -	Letter Carrier -	65 3 6	58	21	Disease of the lungs -	22 16 2	
J. Nowlson -	Rural Messenger	41 14 3	65	25	Above 60 years of age -	17 7 7	
M. Newton -	- ditto -	36 10 -	59	20	Worn out - - -	12 3 4	
E. Owen -	- ditto -	31 5 8	53	12	Liver complaint - -	6 5 1	
C. O'Connor -	Letter Carrier -	78 4 3	55	26	Consumption - - -	33 17 10	
J. Overton -	Rural Messenger	36 10 -	54	10	Worn out - - -	6 1 8	
A. Pattison -	- ditto -	41 14 3	69	14	Above 60 years of age -	9 14 7	
M. Pierce -	- ditto -	31 5 8	60	10	- ditto - - -	5 4 3	
C. Pursey -	- ditto -	36 15 10	67	18	- ditto - - -	11 - 9	
F. Powis -	- ditto -	36 10 -	66	21	- ditto - - -	12 15 6	
J. Plunkett -	Sorter -	93 17 1	46	17	Disease of lungs - -	26 11 10	
J. Piper -	Rural Messenger	28 13 6	51	11	Dropsy - - -	5 5 1	
L. Reay -	Letter Carrier -	28 13 6	71	25	Above 60 years of age -	11 8 11	
C. Richardson -	Rural Messenger	36 10 -	71	22	- ditto - - -	13 7 8	
G. B. Rogers -	Letter Carrier -	78 4 3	57	21	Rupture, &c. - -	27 7 5	
J. Robinson -	- ditto -	41 14 3	55	14	Disease of the brain -	9 14 7	
C. D. Ransted -	- ditto -	65 3 6	57	12	Emphysema of lungs -	13 - 8	
C. Rodney -	Rural Messenger	36 10 -	62	14	Above 60 years of age -	8 10 4	
A. Shannon -	- ditto -	36 10 -	62	11	- ditto - - -	6 13 10	
J. Swann -	- ditto -	39 2 1	76	19	- ditto - - -	12 7 7	
R. Smith -	- ditto -	36 10 -	53	20	Lameness - - -	12 3 4	
Carried forward - £.						5,138 4 10	64,299 7 4

No. 17.—POST OFFICE (UNITED KINGDOM)—*continued.*

Name.	Office.	Salary on Retirement.	Age on Retirement.	Period of Service.	Cause of Retirement.	Yearly Allowances Granted.	
		£. s. d.	Yrs.	Yrs.		£. s. d.	£. s. d.
ENGLAND: Superannuation Allowances Granted—continued.					Brought forward -	5,138 4 10	64,299 7 4
J. Sawyer -	Letter Carrier -	41 14 3	71	27	Above 60 years of age -	18 15 4	
J. Shaw -	Rural Messenger	41 14 3	65	11	- ditto - - -	7 12 11	
R. Smith -	- ditto - - -	33 17 10	62	15	- ditto - - -	8 9 5	
R. Sharp -	- ditto - - -	28 13 6	67	34	- ditto - - -	16 4 11	
W. Tyler -	- ditto - - -	36 10 -	71	12	Worn out - - -	7 6 -	
J. Thomas -	Letter Carrier -	46 18 6	58	23	Chronic bronchitis -	17 19 9	
J. Thomas -	Rural Messenger	31 5 8	59	19	Chronic rheumatism -	9 18 1	
W. Tedman -	Sorter - - -	78 4 3	38	20	Brain disease - -	26 1 5	
J. Voss -	Rural Messenger	31 5 8	61	10	Above 60 years of age -	5 4 3	
P. Williams -	- ditto - - -	31 5 8	65	16	Worn out - - -	8 6 10	
W. Waller -	Letter Carrier -	52 2 10	60	34	Above 60 years of age -	29 10 11	
D. Wood -	- ditto - - -	49 10 8	67	17	- ditto - - -	14 - 8	
T. Walford -	Rural Messenger	36 10 -	65	18	- ditto - - -	10 19 -	
T. Wilson -	- ditto - - -	33 17 10	58	10	Rheumatism - - -	5 12 11	
W. Warden -	Letter Carrier -	78 4 3	54	36	Impaired vision - -	46 18 6	
R. Woodhouse	Rural Messenger	36 10 -	66	18	Above 60 years of age -	10 19 -	
J. Wiles -	Letter Carrier -	78 4 3	40	19	Nervous debility -	24 15 4	
T. Williams -	Rural Messenger	33 17 10	70	11	Worn out - - -	6 4 3	
W. Wheeler -	Letter Carrier -	44 6 5	62	35	Above 60 years of age -	25 17 -	
J. Watson -	Rural Messenger	33 17 10	65	20	- ditto - - -	11 5 11	
G. Wright -	Sorter - - -	93 4 1	46	21	Disease of the lungs -	32 12 4	
R. Wooden -	- ditto - - -	88 12 10	36	12	- ditto - - -	17 14 6	
G. Whitbread	Rural Messenger	41 14 3	52	28	Hæmorrhoids - - -	19 9 3	
W. Young -	Letter Carrier -	52 2 10	55	33	Epilepsy - - -	28 13 6	
W. Brice -	Mail Guard - -	130 - -	60	31	Above 60 years of age -	67 3 4	
T. Berridge -	- ditto - - -	130 - -	61	33	- ditto - - -	71 10 -	
R. Challoner -	- ditto - - -	130 - -	55	32	Concussion of spine -	69 6 8	
G. Dunn -	- ditto - - -	130 - -	58	29	Injury to the head -	62 16 8	
Mary Dowell	Postmistress of Berkeley.	37 9 3	62	21	Worn out - - -	13 2 1	
G. Borrell -	Postmaster of Swansea.	275 - -	50	26	General debility - -	118 - -	
H. Baly -	Postmaster of Warwick.	150 17 6	74	44	Worn out - - -	100 11 8	
J. Carew -	Postmaster of Halifax.	318 11 4	45	21	Affection of the brain -	111 9 7	
J. Nicholson -	Postmaster of Cheltenham.	373 4 5	71	25	Worn out - - -	155 10 2	
Sarah Randell	Postmistress of Hurstpierpoint.	51 - -	70	22	- ditto - - -	18 14 -	
Charles Salt -	Sub-Postmaster of Cheetham.	64 5 -	60	24	- ditto - - -	25 14 -	
H. J. Slater -	Mate, Dover Mail Packets.	- - -	-	-	Long service - - -	30 - -	
R. Farmer -	Rural Messenger	36 10 -	70	10	Worn out - - -	6 1 8	
F. J. Furlong	Letter Carrier -	65 3 6	34	11	Insanity - - -	11 18 11	
R. Fooks -	Rural Messenger	26 1 5	67	12	Worn out - - -	5 4 3	
J. Fisher -	- ditto - - -	41 14 3	47	14	Disease of the liver -	9 14 7	
W. Fletcher -	Letter Carrier -	65 3 6	61	26	Above 60 years of age -	28 4 8	
G. Field -	- ditto - - -	65 3 6	62	14	- ditto - - -	15 4 1	
A. Young -	Clerk - - -	139 - -	40	14	Mental debility - -	32 8 8	
SCOTLAND:							
J. Preston -	Rural Messenger	29 2 3	56	10	Gastric complaint -	4 17 -	
J. Priest -	Clerk - - -	200 - -	49	20	Consumption - - -	70 - -	
J. Black -	Mail Guard - -	130 - -	61	38	Above 60 years of age -	82 6 8	
A. Jeffrey -	Letter Carrier -	65 3 7	60	33	- ditto - - -	35 16 11	
A. Henderson	Rural Messenger	28 13 7	59	11	Chest disease - - -	5 - -	
C. Stalker -	- ditto - - -	31 5 8	57	17	Infirmary - - -	8 17 3	
D. M'Donald -	- ditto - - -	18 5 -	50	26	Phthisis - - -	7 18 2	
J. Moir -	- ditto - - -	31 5 8	59	13	Infirmary - - -	6 15 6	
C. B. Hay -	Clerk - - -	200 - -	35	14	Mental disease - -	46 13 4	
D. M'Millan -	Rural Messenger	26 1 5	81	43	Old age - - -	24 - -	
Carried forward - £.						6,793 16 8	64,299 7 4

No. 17.—POST OFFICE (UNITED KINGDOM)—*continued.*

Name.	Office.	Salary on Retirement.	Age on Retirement.	Period of Service.	Cause of Retirement.	Yearly Allowances Granted.	
		£. s. d.	Yrs.	Yrs.		£. s. d.	£. s. d.
SCOTLAND: Superannuation Allowances Granted—continued.					Brought forward	6,793 16 8	64,299 7 4
J. Macfarlane	Rural Messenger	31 5 8	71	20	Above 60 years of age	10 8 6	
J. Robertson	Letter Carrier	45 12 6	64	10	- ditto	7 16 5	
J. Simpson	Rural Messenger	33 17 10	69	30	- ditto	16 18 11	
J. Higgins	- ditto	31 5 8	59	11	Infirmity	5 14 8	
M. McDonald	- ditto	28 13 7	66	15	Unfit for duty	7 3 4	
J. Lawson	Letter Carrier	65 3 4	60	28	Above 60 years of age	30 8 3	
W. Kerr	Clerk	230 - -	53	36	Deafness	138 - -	
G. Thomson	- ditto	300 - -	59	43	Disease of nervous system	240 - -	
J. Shearer	Rural Messenger	52 - -	61	20	Above 60 years of age	12 3 4	
D. Fisher	- ditto	26 1 5	63	15	- ditto	6 10 4	
D. Cameron	Stamper	67 15 8	68	29	- ditto	32 15 2	
S. McMillan	Clerk	93 10 8	30	13	Infirmity	20 5 3	
Mary Angus	Rural Messenger	31 5 8	57	14	- ditto	7 5 11	
G. Whyte	Letter Carrier	65 3 4	65	34	Above 60 years of age	36 18 7	
R. Dyer	Rural Messenger	33 14 7	52	14	Lameness	7 18 1	
W. Riddel	- ditto	26 1 4	57	11	Infirmity	4 15 7	
D. Morrison	- ditto	20 17 1	61	43	Above 60 years of age	13 18 -	
J. Weir, senr.	Clerk	290 - -	64	45	- ditto	265 16 8	
D. Fraser	Letter Carrier	46 18 7	62	19	- ditto	6 19 -	
J. Richard	Rural Messenger	28 13 7	74	10	- ditto	4 15 7	
T. Archibald	- ditto	31 5 8	64	10	- ditto	5 4 3	
R. Dick	- ditto	33 17 8	52	11	Infirmity	6 19 1	
W. Harding	Letter Carrier	31 5 8	51	11	- ditto	5 4 3	
A. Heron	- ditto	32 11 9	72	26	- ditto	14 2 5	
Isabella Stewart	Widow of a Mail Guard.	- - -	-	-	- - -	25 - -	
J. Mc'Nairn	Sorter	78 4 -	32	11	Disease of kidney	15 - -	
						7,741 18 3	
IRELAND:							
Thomas H. Nugent	Sub-Postmaster of Cloyne.	30 - -	52	34	Hepatic	8 10 3	
Henry Bright	Provincial Letter Carrier.	36 10 -	65	24	Old age	14 12 -	
James Suter	Rural Post Messenger.	33 17 10	80	12	- ditto	5 7 3	
James Dolan	Mail Guard	130 - -	58	30	Hernia	65 - -	
John Falkiner	Rural Post Messenger.	20 17 1	63	15	Ill health	5 4 3	
O'Donnell Grimshaw	Postmaster of Belfast.	538 - -	42	19	Infirmity of body	142 9 3	
Michael Troy	Mail Porter	26 1 5	74	20	Over 60	8 10 5	
John Ussher	Provincial Letter Carrier.	23 9 3	68	20	- ditto	4 6 -	
James Doherty	Mail Guard	90 - -	58	32	Inefficiency and cerebral affection.	48 - -	
Thomas Conway	Rural Post Messenger.	20 17 1	65	13	Infirmity of body	4 10 4	
Tobias Joyce	- ditto	26 1 5	46	26	Rupture	8 13 9	
Daniel Whelan	- ditto	26 1 5	34	17	Ulceration of right leg	7 7 8	
Thomas Kelly	Provincial Letter Carrier.	26 1 5	55	11	Diseased liver and general debility.	4 15 7	
Thomas Mc'Alister	- ditto	48 4 7	54	14	Chronic rheumatism and injury to back from a fall.	11 11 1	
James Mc'Clean	- ditto	49 10 8	59	19	General debility	15 13 8	
Joseph Dugdale	Mail Guard	130 - -	59	31	- ditto	73 13 4	
Stephen Homer	Rural Post Messenger.	15 12 10	75	42	Infirmity of body	1 6 -	
Allowances increased within the Year:							
		From	To				
		£. s. d.	£. s. d.				
Peter Lawler	Letter Carrier	64 2 7	75 12 2	Per annum	- - -	11 9 7	
John Dane	Mail Guard	54 3 4	69 6 8	- ditto	- - -	15 3 4	
Albert Hall	Letter Carrier	39 14 10	44 15 4	- ditto	- - -	5 - 6	
Patrick Ewing	- ditto	65 6 6	69 10 8	- ditto	- - -	4 4 2	
William Watson	Stamper	71 18 10	75 2 8	- ditto	- - -	3 3 10	
						468 12 3	8,210 10 6
Carried forward						£.	72,509 17 10

No. 17.—POST OFFICE (UNITED KINGDOM)—*continued.*

				£. s. d.	
Brought forward - - -				72,509 17 10	
Allowances Ceased within the Year :					
Names.		Office.	Cause of Cessation.	Annual Amount.	
ENGLAND :				£.	s. d.
J. Vernon - - -	Letter Carrier - - -	Died 8 January - - 1867		16	8 6
R. Bennett - - -	- ditto - - -	- 17 January - - -		29	19 7
B. Langley - - -	Sorter - - -	- 20 January - - -		35	7 4
J. Morrell - - -	Rural Messenger - - -	- 23 January - - -		5	14 8
T. Howard - - -	Sorter - - -	- 15 February - - -		24	- -
G. Hilton - - -	Letter Carrier - - -	- 20 February - - -		33	17 10
J. Stevens - - -	Packet Service - - -	- 2 February - - -		150	- -
J. Walton - - -	Stampers - - -	- 24 February - - -		16	19 9
W. Kelway - - -	Packet Service - - -	- 1 February - - -		18	5 -
R. Mizen - - -	Rural Messenger - - -	- 11 March - - -		14	12 -
J. Sitters - - -	- ditto - - -	- 12 October - - 1866		13	19 10
G. Barker - - -	Chief Clerk - - -	- 5 March - - 1867		460	- -
W. B. Jones - - -	Postmaster of Holyhead - - -	- 26 February - - -		31	8 4
R. Campbell - - -	Packet Service - - -	- 5 March - - -		20	- -
R. Farmer - - -	Rural Messenger - - -	- 5 February - - -		6	1 8
D. Barnard - - -	Clerk - - -	- 23 January - - -		40	- -
J. Axon - - -	Letter Carrier - - -	- 20 May - - -		12	14 1
R. Baker - - -	Sorter - - -	- 25 April - - -		50	- -
W. Tallack - - -	Rural Messenger - - -	- 3 January - - -		9	2 6
T. Gubbins - - -	Letter Carrier - - -	- 5 January - - -		5	4 3
S. Randell - - -	Rural Messenger - - -	- 27 May - - -		6	5 1
W. Smith - - -	Letter Carrier - - -	- 8 June - - -		7	7 8
C. Crosswell - - -	Rural Messenger - - -	- 11 June - - -		7	5 11
S. Blyth - - -	Letter Carrier - - -	- 16 January - - -		8	13 9
W. Amott - - -	Rural Messenger - - -	- 28 July - - -		7	6 -
R. Hall - - -	Letter Carrier - - -	- 24 July - - -		7	- -
G. Brockman - - -	- ditto - - -	- 14 August - - -		17	4 1
D. Harrison - - -	Rural Messenger - - -	- 22 September - - -		7	18 1
H. Jameson - - -	Inspector of Letter Carriers - - -	- 22 September - - -		116	- -
J. Mizen - - -	Letter Carrier - - -	- 17 November - - -		38	- -
R. P. Willock - - -	Postmaster of Manchester - - -	- 11 November - - -		792	13 10
E. Mascall - - -	Rural Messenger - - -	- 23 November - - -		7	16 5
J. Copley - - -	Letter Carrier - - -	- 13 December - - -		18	15 5
F. Stratton - - -	Rural Messenger - - -	- 6 December - - -		18	1 6
J. Cross - - -	- ditto - - -	- 1 December - - -		12	14 -
J. Bridger - - -	- ditto - - -	- 15 December - - -		29	10 11
G. Ledge - - -	Letter Carrier - - -	- 13 January - - -		46	12 5
P. Nicholson - - -	Clerk - - -	- 21 January - - -		16	7 7
C. B. Anderson - - -	- ditto - - -	- 18 February - - -		210	- -
J. W. Wheatley - - -	- ditto - - -	- 19 February - - -		275	- -
J. Woods - - -	Postmaster of Hastings - - -	- 26 February - - -		69	11 4
C. Whittard - - -	Clerk - - -	- 12 May - - -		175	- -
T. M. Pennell - - -	Letter Carrier - - -	- 8 May - - -		37	8 7
A. Forsyth - - -	Sorter - - -	- 16 June - - -		35	9 1
N. Cass - - -	Packet Agent, Ostend - - -	- 24 June - - -		200	- -
E. Saltmarsh - - -	Rural Messenger - - -	- 1 August - - -		6	15 6
J. L. Olver - - -	Clerk - - -	- 13 August - - -		34	- -
J. Hunt - - -	Postmaster of Waltham Cross - - -	- 3 June - - -		66	10 10
E. Fosdick - - -	Sorter - - -	- 3 September - - -		55	1 6
M. Dixon - - -	- ditto - - -	- 18 June - - -		35	9 8
A. Young - - -	Clerk - - -	- 10 November - - -		32	8 8
Frances Adam - - -	Postmistress of Shifnal - - -	- 1 November - - -		46	13 4
A. Wright - - -	Clerk - - -	- 31 December - - -		34	13 4
J. Haywood - - -	Rural Messenger - - -	- 26 December - - -		22	10 3
W. Roseden - - -	- ditto - - -	- 17 January - - -		9	7 8
R. Farrington - - -	- ditto - - -	- 18 January - - -		16	3 3
R. Taylor - - -	Letter Carrier - - -	- 21 January - - -		27	3 1
J. Williams - - -	Rural Messenger - - -	- 22 January - - -		5	4 3
C. Rosser - - -	- ditto - - -	- 30 January - - -		5	12 11
W. Kingston - - -	- ditto - - -	- 4 February - - -		8	2 5
W. Peasley - - -	- ditto - - -	- 22 September - - 1866		24	19 8
J. G. Samwell - - -	Sorter - - -	- 1 December - - -		45	12 4
R. Amscombe - - -	Letter Carrier - - -	- 31 October - - -		23	9 4
Carried forward - - - £.				3,661	15 -
				72,509 17 10	

No. 17.—POST OFFICE (UNITED KINGDOM)—*continued.*

Names.	Office.	Cause of Cessation.	Annual Amounts.	—
			£. s. d.	£. s. d.
ENGLAND: Allowances Ceased in the Year— <i>continued.</i>				
		Brought forward - - -	3,661 15 -	72,509 17 10
J. Durrard - - -	Letter Carrier - - -	Died 26 March - - 1867	23 9 2	
W. A. Holl - - -	Sorter - - -	- 7 February - - -	12 3 4	
T. Severne - - -	Letter Carrier - - -	- 9 April - - -	15 15 4	
E. Jones - - -	- ditto - - -	- 24 September - 1866	10 19 -	
H. Bubb - - -	- ditto - - -	Resumed duty 23 June - 1867	10 19 10	
J. Fletcher - - -	Sorter - - -	Died 9 July - - 1867	23 8 -	
D. Mathias - - -	Letter Carrier - - -	- 30 July - - -	19 4 8	
J. Cook - - -	- ditto - - -	- 6 August - - -	8 12 -	
R. Footner - - -	Rural Messenger - - -	- 30 March - - -	6 5 1	
J. Brown - - -	Letter Carrier - - -	- 2 February - - -	23 12 9	
J. Newcombe - - -	Rural Messenger - - -	- 16 August - - -	11 11 2	
H. Curtis - - -	- ditto - - -	- 5 February - - -	10 6 10	
W. Taylor - - -	- ditto - - -	- 9 September - - -	9 2 6	
J. R. Blackall - - -	Sorter - - -	- 14 September - - -	55 17 6	
E. Lawrence - - -	- ditto - - -	- 11 October - - -	42 18 7	
G. Ellenger - - -	Letter Carrier - - -	- 22 October - - -	27 19 1	
W. Rossiter - - -	Rural Messenger - - -	- 23 October - - -	12 3 4	
J. Reed - - -	- ditto - - -	- 26 October - - -	5 14 8	
J. Piper - - -	- ditto - - -	- 23 November - - -	5 5 1	
S. Newman - - -	Rural Letter Carrier - - -	- 6 November - - -	16 8 6	
J. Hough - - -	Rural Messenger - - -	- 6 October - - -	5 12 11	
T. Clemerson - - -	- ditto - - -	- 2 December - - -	7 16 5	
W. Peck - - -	- ditto - - -	- 29 September - - -	8 5 1	
W. Smith - - -	- ditto - - -	- 26 December - - -	15 4 -	
G. Liddle - - -	Sorter - - -	- 16 December - - -	24 15 4	
SCOTLAND.				
W. T. Forrester - - -	Mail Guard - - -	Died 10 November - - 1867	54 3 4	
T. Robertson - - -	Rural Messenger - - -	- 9 April - - -	17 14 6	
J. Montgomery - - -	Letter Carrier - - -	- 20 June - - -	25 - 6	
J. Thorburn - - -	Postmaster - - -	- 21 August - - -	70 11 8	
J. Gibb - - -	Letter Carrier - - -	- 9 October - - -	12 10 3	
R. Blair - - -	Rural Messenger - - -	- 27 May - - -	15 10 3	
R. Brookley - - -	Letter Carrier - - -	- 8 March - - -	8 6 10	
J. Priest - - -	Clerk - - -	- 12 November - - -	70 - -	
A. Henderson - - -	Rural Messenger - - -	- 21 April - - -	5 - -	
			4,354 2 6	
IRELAND.				
John Fry - - -	Letter Carrier - - -	Died 20 June. - - 1867	15 12 -	
Ditto - - -	- ditto - - -	- 20 June - - -	8 12 -	
John Somers - - -	Clerk - - -	- 26 September - - -	205 - -	
Griffith Jones - - -	- ditto - - -	- 2 April - - -	49 5 -	
James Millar - - -	Rural Post Messenger - - -	- 16 February - - -	13 9 3	
John Frain - - -	Horse Post Messenger - - -	- 17 January - - -	13 10 -	
Thomas Hubbert - - -	Provincial Letter Carrier - - -	- 16 April - - -	8 5 1	
Patrick Kearney - - -	Rural Post Messenger - - -	- 15 April - - -	12 12 -	
James M'Gee - - -	Provincial Letter Carrier - - -	- 20 October - - -	12 - -	
Gilbert Sutcliffe - - -	Mail Guard - - -	- 11 August - - -	58 10 -	
John Knox - - -	Provincial Letter Carrier - - -	- 13 January - - -	27 16 2	
William Black - - -	- ditto - - -	- 2 June - - -	9 14 7	
Robert M'Candless - - -	- ditto - - -	- 19 July - - -	18 3 2	
Patrick Power - - -	Mail Guard - - -	- 7 August - - -	12 16 8	
John Doody - - -	Rural Post Messenger - - -	- 9 January - - -	8 5 1	
Henry Bright - - -	Provincial Letter Carrier - - -	- 19 April - - -	14 12 -	
John Falkiner - - -	Rural Post Messenger - - -	- 8 September - - -	5 4 3	
			493 7 3	
				4,847 9 9
Amount remaining payable on } - - - { GREAT BRITAIN - 60,077 5 - }				
31st December 1867 - - - } - - - { IRELAND - 7,585 3 1 }				67,662 8 1

— No. 18. —

M I N T.

1.—COMPENSATION Allowances :

1.— COMPENSATION Allowances :												£.	s.	d.				
Amount payable on 1st January 1867												-	-	-	3,002	12	-	
Allowances granted in the year												-	-	-	-	nil.		
															3,002	12	-	
Allowance Ceased in the Year :																		
Name.		Rank.		Cause of Cessation.				Amount.										
								£.		s.	d.							
Soward, William		-	-	Die Forger	-	-	-	Died 31 December 1867	-	48	-	-						
															48	-	-	
Amount remaining payable on 31st December 1867												-	-	-	£.	2,954	12	-

2.—SUPERANNUATION Allowances :

2.—SUPERANNUATION Allowances:

Amount payable on 1st January 1867

796 17 10

Allowance Granted in the Year:

Name.	Rank.	Age.	Service.	Salary.	Cause.	Allowance.
		Yrs.	Yrs.	£. s. d.		£. s. d.
Lawton, Henry	Die Forger	50	40	104 - -	Ill-health	58 18 8

58 18 8

855 16 6

Allowance Ceased in the Year:

Name.	Rank.	Cause of Cessation.	Amount.
			£. s. d.
Bradstock, F.	Sizer	Died 5 December 1867	24 - -

24 - -

Amount remaining payable on 31st December 1867

£. 831 16 6

— No 19. —

EXCHEQUER AND AUDIT DEPARTMENT.

1.—COMPENSATION Allowances:

							£.	s.	d.
Amount payable on 1st January 1867	{	Exchequer (including Pension of £. 5. 0. 3., granted to C. Panton, formerly paid from Civil Contingencies) -					855	-	3
		Audit Office " " " " " " " " " " -					546	-	-
							1,401	-	3

Name.	Rank.	Age.	Service.	Salary.			Cause.	Allowance.		
		Yrs.	Yrs. mos.	£.	s.	d.		£.	s.	d.
EXCHEQUER:										
Alexander, R. D.	3rd Class Clerk	64	36 7	300	-	-	Abolition	225	-	-
Blake, J. K.	- ditto	57	38 0	350	-	-	- ditto	262	10	-
Bowen, John	Superintendent of Weights and Measures.	58	39 3	450	-	-	- ditto	356	5	-
Frederick, G. S.	Assistant Comptroller	62	43 6	900	-	-	- ditto	750	-	-
Humphreys, Henry	Office Keeper	60	35 8	250	-	-	- ditto	166	18	4
Summers, J. W.	Messenger	63	22 0	98	4	-	- ditto	44	3	9
Welch, Edward	Clerk	58	42 1	500	-	-	- ditto	416	13	4
								2,221	10	5
AUDIT OFFICE:										
Maberly, Lieut. Col.	Commissioner	-	-	-	-	-	- ditto	533	6	8
Ditto - ditto	- ditto	-	-	-	-	-	- ditto	1,200	-	*
Macaulay, C. B.	- ditto	-	-	-	-	-	- ditto	1,200	-	*
Davis, R. V.	- ditto	-	-	-	-	-	- ditto	1,200	-	*
								4,133	6	8

* Payable from Consolidated Fund.

Amount remaining payable on 31st December 1867 - - - £. 7,755 17 4

2.—SUPERANNUATION Allowances:

Amount payable on 1st January 1867	{ Exchequer - - - - -						-	nil.
	{ Audit Office - - - - -						9,087	16 1

Allowance Granted in the Year:

Name.	Rank.	Age.	Service.	Salary.			Cause.	Amount.		
		Yrs.	Yrs. mos.	£.	s.	d.		£.	s.	d.
Woodfall, R. T.	2nd Class Clerk	59	39 2	500	-	-	Ill-health	375	-	-
								375	-	-

Allowance Ceased in the Year:

Name.	Rank.	Cause of Cessation.		Amount.		
				£.	s.	d.
Grose, William	Messenger	-	-	Died 11 May	-	1867
Luttrell, R. F.	Commissioner	-	-	- 6 October	-	-
				88	-	-
				700	-	-
				788	-	-

Amount remaining payable on 31st December 1867 - - - £. 8,674 16 1

— No. 20. —

NATIONAL DEBT OFFICE.

1.—COMPENSATION Allowances:										£.	s.	d.
Amount payable on 1st January 1867 - - - - -										147	-	-
Allowances granted or ceased in the year - - - - -										-	nil.	
Amount remaining payable on 31st December 1867 - - - - -										£.	147	- -
2.—SUPERANNUATION Allowances:												
Amount payable on 1st January 1867 - - - - -											1,467	16 8
Allowance Granted in the Year:												
Name.	Rank.	Age.	Service.	Salary.			Cause.	Allowance.				
		Yrs.	Yrs. mo.	£.	s.	d.		£.	s.	d.		
Whitford, E. J. P. -	Senior Clerk -	61	42 4	400	-	-	Ill health -	313	6	8	313	6 8
Amount remaining payable on 31st December 1867 - - - - -										£.	1,781	3 4

— No. 21. —

REGISTRAR OF DEEDS OFFICE, IRELAND.

										£.	s.	d.																					
1.—COMPENSATION Allowances - - - - -										nil.																							
2.—SUPERANNUATION Allowances:																																	
Amount which remained payable on 1st January 1867 - - - - -										943	8	-																					
Allowance Granted in the Year:																																	
<table><tr><th>Name.</th><th>Office.</th><th>Salary.</th><th>Age.</th><th>Service.</th><th>Cause.</th><th>Amount.</th></tr><tr><td></td><td></td><td>£. s. d.</td><td>Yrs.</td><td>Yrs. mo.</td><td></td><td>£. s. d.</td></tr><tr><td>Chapman, James E.</td><td>Assistant Registrar</td><td>700 - -</td><td>61</td><td>39 6</td><td>Ill health -</td><td>548 6 8</td></tr></table>										Name.	Office.	Salary.	Age.	Service.	Cause.	Amount.			£. s. d.	Yrs.	Yrs. mo.		£. s. d.	Chapman, James E.	Assistant Registrar	700 - -	61	39 6	Ill health -	548 6 8	548	6	8
Name.	Office.	Salary.	Age.	Service.	Cause.	Amount.																											
		£. s. d.	Yrs.	Yrs. mo.		£. s. d.																											
Chapman, James E.	Assistant Registrar	700 - -	61	39 6	Ill health -	548 6 8																											
										1,491	14	8																					
Allowance Ceased in the Year:																																	
<table><tr><th>Name.</th><th>Office.</th><th>Cause.</th><th>Amount.</th></tr><tr><td></td><td></td><td></td><td>£. s. d.</td></tr><tr><td>Twamley, Chr.</td><td>Second-class Clerk - -</td><td>Death - - - -</td><td>198 8 -</td></tr></table>										Name.	Office.	Cause.	Amount.				£. s. d.	Twamley, Chr.	Second-class Clerk - -	Death - - - -	198 8 -	198	8	-									
Name.	Office.	Cause.	Amount.																														
			£. s. d.																														
Twamley, Chr.	Second-class Clerk - -	Death - - - -	198 8 -																														
Amount remaining payable on 31st December 1867 - - - - - £.										1,293	6	8																					

— No. 22. —

OFFICE OF WOODS.

1.—COMPENSATION Allowances :												£.	s.	d.
Amount payable on 1st January 1867 - - - - -												2,358	8	-
Allowances granted or ceased in the year - - - - -												nil.		
Amount remaining payable on 31st December 1867 - - - - -												£.	2,358	8 -
2.—SUPERANNUATION Allowances :														
Amount payable on 1st January 1867 - - - - -												4,480	8	9
Allowances granted in the year - - - - -												nil.		
Allowance Ceased in the Year :													4,480	8 9
Name.			Rank.			Cause of Cessation.			Amount.					
									£. s. d.					
White, W. D. - - -			Senior Clerk - - -			Died 29 May 1867 - -			460 - -			460	-	-
Amount remaining payable on 31st December 1867 - - - - -												£.	4,020	8 9

— No. 23. —

OFFICE OF WORKS.

1.—COMPENSATION Allowances :												£.	s.	d.
Amount payable on 1st January 1867 - - - - -												1,616	6	-
Allowance Granted in the Year :														
Name.		Rank.		Age.	Service.		Salary.		Cause.		Allowance.			
				Yrs.	Yrs. mo.		£. s. d.				£. s. d.			
Johnson, John -		Inspector of Constables		64	23 8		104 9 3		Abolition "		48 14 8		48 14 8	
Amount remaining payable on 31st December 1867 - - - - -												£.	1,665	- 8
2.—SUPERANNUATION Allowances :														
Amount payable on 31st January 1867 - - - - -												3,597	16	1
Allowances Granted in the Year :														
Name.		Rank.		Age.	Service.		Salary.		Cause.		Allowance.			
				Yrs.	Yrs. mo.		£. s. d.				£. s. d.			
Albon, William -		Measurer of Artificers' Work.		72	29 3		279 - -		Age, &c. -		125 3 8			
Foster, James -		Labourer and Brewer		75	46 0		36 8 -		Infirmary -		21 - -			
Hall, Zechariah -		Constable, Victoria Park.		61	12 8		63 19 10		Age, &c. -		12 16 -			
King, Jane -		Cloak Room Attendant, Kew Gardens.		65	12 8		21 4 8		Ill health -		9 2 6			
Linders, William		Attendant at Urinals, Hyde Park.		62	20 5		41 16 8		Age, &c. -		13 - -			
Pargarter, William		Labourer, Hyde Park		67	23 5		57 15 -		Age, &c. -		21 - -			
Power, Thomas -		Night Porter, Somerset House.		64	32 6		54 12 -		Ill health -		29 4 -			
White, Thomas -		Gate Keeper, Regent's Park.		57	26 2		73 6 1		Ill health -		31 15 4		263 1 6	
Allowances Ceased in the Year :													3,860	17 7
Name.		Rank.		Cause of Cessation.				Amount.						
								£. s. d.						
Hoare, William - -		Labourer, Kew Gardens -		Died 24 October 1867 -				15 - -						
Hurst, George - -		- ditto - - - - -		Died 7 December 1866 -				25 7 -						
Amount remaining payable on 31st December 1867 - - - - -												£.	40	7 -
Amount remaining payable on 31st December 1867 - - - - -												£.	3,820	10 7

— No. 26. —

POOR LAW BOARD (ENGLAND).

1.—COMPENSATION Allowances - - - - -							£. s. d.
							nil.
2.—SUPERANNUATION Allowances:							
Amount payable on 1st January 1867 - - - - -							381 6 4
Allowances Granted in the Year:							
Name.	Rank.	Age.	Service.	Salary.	Cause.	Allowance.	
		Yrs. mo.	Yrs. mo.	£. s. d.		£. s. d.	
Hurst, N. E. -	Inspector -	52 0	18 5	900 - -	Ill health -	375 - -	
Overl, Thomas -	Copying Clerk -	64 0	20 0	164 - -	Age, &c. -	54 13 4	
Weale, Robert -	Inspector -	68 9	32 1	700 - -	ditto -	585 - -	
							1,014 13 4
Amount remaining payable on 31st December 1867 - - - - -							1,395 19 8

— No. 27. —

POOR LAW BOARD (IRELAND).

1.—COMPENSATION Allowances:										£.	s.	d.								
Amount which remained payable on 1st January 1867										-	-	3,389	2	1						
Allowances granted in the year										-	-	-	-	nil.						
Allowance Ceased in the Year:																				
Name.		Rank.		Cause of Cessation.				Amount.												
								£. s. d.												
Otway, Calsar G.		-	-	Inspector	-	-	-	Died September 1867		-	338	6	8	338	6	8				
Amount remaining payable on 31st December 1867										-	-	-	£.	3,050	15	5				
2.—SUPERANNUATION Allowances:																				
Amount which remained payable on 1st January 1867										-	-	-	-	-	-	821	13	4		
Allowance Granted in the Year:																				
Name.		Office.		Salary.		Age.		Service.		Cause.		Amount.								
				£. s. d.		Yrs.		Yrs. mo.				£. s. d.								
M'Aleer, F.		-	-	Clerk	-	-	200	-	-	50	33	6	Ill health	-	110	-	-	110	-	-
Allowances ceased in the year										-	-	-	-	-	-	-	-	nil.		
Amount remaining payable on 31st December 1867										-	-	-	£.	931	13	4				

— No. 28. —

REGISTRAR GENERAL (IRELAND).

1.—COMPENSATION Allowances	-	-	-	-	-	-	-	-	-	-	-	£.	s.	d.
													nil.	
2.—SUPERANNUATION Allowances:														
Amount remaining payable on 1st January 1867	-	-	-	-	-	-	-	-	-	-	-		98	6 8
Allowance granted in the year	-	-	-	-	-	-	-	-	-	-	-		nil.	
Allowance ceased in the year	-	-	-	-	-	-	-	-	-	-	-		nil.	
Amount remaining payable on 31st December 1867	-	-	-	-	-	-	-	-	-	-	£.		98	6 8

— No. 29. —

NATIONAL GALLERY.

1.—COMPENSATION Allowances	-	-	-	-	-	-	-	-	-	-	-	£.	s.	d.
													nil.	
2.—SUPERANNUATION Allowances:														
Amount payable on 1st January 1867	-	-	-	-	-	-	-	-	-	-	-		213	14 -
Allowances granted or ceased in the year	-	-	-	-	-	-	-	-	-	-	-		nil.	
Amount remaining payable on 31st December 1867	-	-	-	-	-	-	-	-	-	-	£.		213	14 -

— No. 30. —

LATE INSOLVENT DEBTORS' COURT.

1.—COMPENSATION Allowances:												£.	s.	d.
Amount payable on 1st January 1867	-	-	-	-	-	-	-	-	-	-	-		5,128	13 9
Allowances granted or ceased in the year	-	-	-	-	-	-	-	-	-	-	-		nil.	
Amount remaining payable on 31st December 1867	-	-	-	-	-	-	-	-	-	-	£.		5,128	13 9
2.—SUPERANNUATION Allowances:														
Amount payable on 1st January 1867	-	-	-	-	-	-	-	-	-	-	-		2,041	- 11
Allowances granted or ceased in the year	-	-	-	-	-	-	-	-	-	-	-		nil.	
Amount remaining payable on 31st December 1867	-	-	-	-	-	-	-	-	-	-	£.		2,041	- 11

— No. 31. —

LATE QUEEN'S PRISON.

1.—COMPENSATION Allowances:												£.	s.	d.
Amount payable on 1st January 1867	-	-	-	-	-	-	-	-	-	-	-		1,245	13 11
Allowances ceased in the year	-	-	-	-	-	-	-	-	-	-	-		nil.	
Amount remaining payable on 31st December 1867	-	-	-	-	-	-	-	-	-	-	£.		1,245	13 11
2.—SUPERANNUATION Allowances:														
Amount payable on 1st January 1867	-	-	-	-	-	-	-	-	-	-	-		185	18 4
Allowances ceased in the year	-	-	-	-	-	-	-	-	-	-	-		nil.	
Amount remaining payable on 31st December 1867	-	-	-	-	-	-	-	-	-	-	£.		185	18 4

— No. 32. —

QUEEN'S REMEMBRANCER, EXCHEQUER.

1.—COMPENSATION Allowances	-	-	-	-	-	-	-	-	-	-	-	£.	s.	d.
													nil.	
2.—SUPERANNUATION Allowances:														
Amount payable on 1st January 1867	-	-	-	-	-	-	-	-	-	-	-	-	170	-
Allowances granted or ceased in the year	-	-	-	-	-	-	-	-	-	-	-	-	nil.	
Amount remaining payable on 31st December 1867	-	-	-	-	-	-	-	-	-	-	-	£.	170	-

— No. 33. —

CONSULS ABROAD.

1.—COMPENSATION Allowances:													£.	s.	d.
Amount payable on 1st January 1867	-	-	-	-	-	-	-	-	-	-	-	-	11,340	3	4
Allowances granted in the year	-	-	-	-	-	-	-	-	-	-	-	-	nil.		
Allowance Ceased in the Year:													11,340	3	4
Name.	Rank.				Cause of Cessation.					Amount.					
										£.	s.	d.			
Crowe, George W.	Consul, Tripoli	-	-	-	Died 24 May 1867	-	-	-	-	850	-	-	850	-	-
Amount remaining payable on 31st December 1867	-	-	-	-	-	-	-	-	-	£.			10,490	3	4
2.—SUPERANNUATION Allowances:															
Amount payable on 1st January 1867	-	-	-	-	-	-	-	-	-	-	-	-	14,757	18	8
Allowances Granted in the Year:															
Name.	Rank.	Age.	Service.	Salary.	Cause.	Allowance.									
			Yrs. Mos.	£.	s.	d.				£.	s.	d.			
Baker, James	Consul, Barcelona	70	50 10	566	-	-	Age and ill health.	-	-	566	-	-			
Brown, Rev. T. K.	Chaplain, Lisbon	-	19 6	500	-	-	Ill health	-	-	200	-	-			
Griffith, Philip	Consul General and Chargé d'Affaires, Bogota.	-	-		Pension increased	-	-	-	-	1,215	5	-			
Meagher, Jeremiah	Vice-Consul, Lisbon	79	57 5	300	-	-	Age	-	-	300	-	-			
Morrison, M. C.	Consul, Ken Kiang	-	24 -	1,050	-	-	Ill health	-	-	420	-	-			
Ross, David	Consul, Coquimbo	65	23 1	300	-	-	- ditto	-	-	115	-	-			
Allowance Ceased in the Year:													2,816	5	-
Name.	Rank.				Cause of Cessation.					Amount.					
										£.	s.	d.			
Marke, Rev. William	Chaplain, Rotterdam	-	-	-	Died 8 August 1867	-	-	-	-	122	18	4	122	18	4
Amount remaining payable on 31st December 1867	-	-	-	-	-	-	-	-	-	£.			17,451	5	4

— No. 34. —

SLAVE TRADE COMMISSION,
INCLUDING ST. HELENA LIBERATED AFRICAN DEPARTMENT.

1.—COMPENSATION Allowances :										£.	s.	d.
Amount payable on 1st January 1867										773	—	—
Allowance Granted in the Year :												
Name.	Rank.	Age.	Service.	Salary.			Cause.	Allowance.				
		Yrs.	Yrs. Mos.	£.	s.	d.		£.	s.	d.		
Frere, George	Commissioner, Cape of Good Hope.	56	40 6	1,200	—	—	Re-organization.	900	—	—		
										900	—	—
Amount remaining payable on 31st December 1867										£.	1,673	—
2.—SUPERANNUATION Allowances :												
Amount payable on 1st January 1867										4,316	13	4
Allowances granted in the year										nil.		
Allowance Ceased in the Year :										4,316	13	4
Name.	Rank.	Cause of Cessation.					Amount.					
							£. s. d.					
Hayne, Henry	Commissary Judge at Rio	Died 5 June 1867					750 — —					
										750	—	—
Amount remaining payable on 31st December 1867										£.	3,566	13 4

— No. 35. —

PENSIONS FOR SERVICES IN THE COLONIES.

1.—COMPENSATION Allowances										£.	s.	d.
										nil.		
2.—SUPERANNUATION Allowances :												
Corrected Amount payable on 1st January 1867										9,326	17	3
Allowances granted or ceased in the year										nil.		
Amount remaining payable on 31st December 1867										£.	9,326	17 3

— No. 36. —

EMIGRATION COMMISSION.

1.—COMPENSATION Allowances :										£.	s.	d.
Amount payable on 1st January 1867										666	13	4
Allowances granted or ceased in the year										nil.		
Amount remaining payable on 31st December 1867										£.	666	13 4
2.—SUPERANNUATION Allowances :												
Amount payable on 1st January 1867										403	13	4
Allowances granted or ceased in the year										nil.		
Amount remaining payable on 31st December 1867										£.	403	13 4

— No. 37. —

PUBLIC WORKS LOAN AND WEST INDIA RELIEF COMMISSION.

1.—COMPENSATION Allowances													£.	s.	d.
															nil
2.—SUPERANNUATION Allowances:															
Amount payable on 1st January 1867													1,452	10	—
Allowances granted in the year															nil.
Allowances Ceased in the Year:													1,452	10	—
Name.		Rank.		Cause of Cessation.				Amount.							
								£.		s.		d.			
Brickwood, J. S.		Secretary to the Commis- sions.		Died 6 July 1867				1,000		—		—			
										1,000		—	—		
Amount remaining payable on 31st December 1867													£.		452 10 —

— No. 38. —

INSPECTORS OF FACTORIES.

1.—COMPENSATION Allowances										£. s. d. nil.			
2.—SUPERANNUATION Allowances:													
Amount payable on 1st January 1867										470 8 8			
Allowances Granted in the Year:													
Name.		Rank.		Age.		Service.		Salary.		Cause.		Allowance.	
				Yrs.		Yrs. Mos.		£. s. d.				£. s. d.	
Eden, Frederick -		Inspector of Fisheries		38		15 6		866 13 4		Ill health -		317 15 6	
Morton, Charles -		Inspector of Mines -		55		16 2		766 -- --		Ditto -		293 12 8	
										611 8 2			
Allowance Ceased in the Year:												1,081 16 10	
Name.		Rank.		Cause of Cessation.				Amount.					
								£. s. d.					
Bates, James - - -		Sub-Inspector of Factories -		Died, 4 September 1867 -				151 13 4					
										151 13 4			
Amount remaining payable on 31st December 1867										£. 936 3 6			

— No. 39. —

MISCELLANEOUS OFFICES.

OFFICE.	Amount Payable on 1st January 1867.	Amount Granted in the Year.	Amount Ceased in the Year.	Amount Remaining Payable on 31st December 1867.
1.—COMPENSATION Allowances :	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Late Signet Office - - - - -	557 6 -	- - -	- - -	557 6 -
Late Alien Office - - - - -	78 - -	- - -	- - -	78 - -
Late Lottery Office - - - - -	133 6 8	- - -	133 6 8	—
Late Tithe Commission - - - - -	80 - -	- - -	80 - -	—
Late Board of Health - - - - -	1,000 - -	- - -	- - -	1,000 - -
Late Metropolitan Buildings - - - - -	1,333 6 8	- - -	- - -	1,333 6 8
Late Admiralty Registry - - - - -	287 18 6	- - -	- - -	287 18 6
Late Church Building Commission - - - - -	235 - -	- - -	35 - -	200 - -
Late Fish Dues - - - - -	270 18 4	- - -	- - -	270 18 4
Late Miscellaneous Allowances, Canada - - - - -	188 2 6	- - -	- - -	188 2 6
Special Pension - - - - -	200 - -	- - -	- - -	200 - -
Privy Seal Office - - - - -	49 6 8	- - -	- - -	49 6 8
Order of the Bath - - - - -	610 19 7	- - -	- - -	610 19 7
Science and Art Department - - - - -	1,756 5 -	- - -	130 - -	1,626 5 -
Directors of Convict Prisons - - - - -	23 5 -	- - -	23 5 -	—
Admiralty Works, Portland - - - - -	42 15 7	- - -	- - -	42 15 7
County Courts Treasurers - - - - -	269 3 4	- - -	269 3 4	—
TOTAL Compensations - - - £.	7,115 13 10	- - -	670 15 -	6,444 18 10
2.—SUPERANNUATION Allowances :				
Science and Art Department - - - - -	50 - -	- - -	- - -	50 - -
Inspectors of Anatomy - - - - -	72 - -	- - -	- - -	72 - -
Commissioners in Lunacy - - - - -	1,300 - -	- - -	- - -	1,300 - -
Copyhold Commission - - - - -	195 14 9	- - -	- - -	195 14 9
Directors of Convict Prisons - - - - -	562 10 -	99 13 4	- - -	662 3 4
Hackney Carriage Attendants - - - - -	47 - -	31 10 -	- - -	78 10 -
Holyhead Harbour - - - - -	65 3 4	- - -	50 3 4	15 - -
Officers, Island of Guernsey - - - - -	144 1 11	- - -	76 - -	68 1 11
Court of Probate - - - - -	400 - -	- - -	- - -	400 - -
Charity Commission - - - - -	47 13 4	- - -	- - -	47 13 4
Patent Office - - - - -	30 - -	- - -	- - -	30 - -
Privy Seal Office - - - - -	- - -	61 13 4	- - -	61 13 4
Treasurers of County Courts - - - - -	- - -	12 - -	- - -	12 - -
TOTAL Superannuations - - - £.	2,914 3 4	204 16 8	126 3 4	2,992 16 8

— No. 40. —

EXCHEQUER, &c. (SCOTLAND).

1.—COMPENSATION Allowances:

	£.	s.	d.
Amount which remained payable on 1st January 1867	£. 105	-	-
Transferred to Patent Office, Compensation, D. McNiellie, 22 <i>l.</i> ; John McNiellie, 10 <i>l.</i>	32	-	-
Allowances granted in the year 1867	-	-	73
Allowances ceased within the year	-	-	nil.
Amount remaining payable on 31st December 1867	£.	73	-

2.—SUPERANNUATION Allowances:

Amount which remained payable on 1st January 1867	2,092	2	11
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Allowances Granted within the Year:

Name.	Office.	Salary.	Age.	Service.	Cause.	Allowance.	
		£. s.	Yrs.	Yrs. Mos.		£. s. d.	
Charles Neaves	Clerk of Justiciary	700 -	90	38 0	Age and infirmity.	443 6 8	
W. F. Skene	Deputy Clerk of Session	400 -	-	35 0	Ill health	233 6 8	
Geo. Falconar	General Superintendent of Poor.	400 -	67	10 10	- ditto	113 6 8	
John Scott	Porter, Royal Institution.	109 -	65	33 1	Age and infirmity.	59 19 -	
Robert Chapman	Chief Clerk, Crown Office.	500 -	56	34 0	Ill health	283 6 8	
John Hamilton	Sub-keeper of Signet	150 -	74	36 0	Age and ill health.	90 - -	
Robert Sinclair	Assistant Clerk of Session.	350 -	80	33 0	- ditto	192 10 -	
Alex. Currie	Principal Clerk of Session.	1,000 -	-	22 0	- ditto	633 6 8	
							2,049 2 4

Allowances Ceased within the Year:

Name.	Office.	Cause of Cessation.	Amount.	
Alexander Hill	Late Professor of Divinity, Glasgow.	Died 27 January 1867	£. s. d. 348 7 1	348 7 1

Amount remaining payable on 31st December 1867	£.	3,792	18	2
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— No. 41. —

CHIEF SECRETARY'S OFFICE (IRELAND).

1.—COMPENSATION Allowances:

	£.	s.	d.
Amount remaining payable on 1st January 1867	2,759	15	-
Allowances granted or ceased in the year	-	-	nil.
Amount remaining payable on 31st December 1867	£.	2,759	15

2.—SUPERANNUATION Allowances:

Amount payable on 1st January 1867	2,315	-	-
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Amount Granted in the Year:

Name.	Office.	Salary.	Age.	Service.	Cause.	Amount.	
		£. s.	Yrs.	Yrs. Mos.		£. s. d.	
Drury, William	Messenger	85 -	70	24 4	Age and infirmity.	34 - -	34 - -
Amount ceased in the year	-	-	-	-	-	-	nil.
Amount remaining payable on 31st December 1867	£.	2,349	-	-			

— No. 44. —

MISCELLANEOUS OFFICES IN IRELAND (ABOLISHED).

COMPENSATION ALLOWANCES payable by the Paymaster General on account of various Offices which have been abolished.

OFFICE.	Annual Amount payable on 1st January 1867.	ANNUAL AMOUNT.			Annual Amount payable on 31st Dec. 1867.
		Granted in the Year 1867.	Ceased in the Year 1867.		
	£. s. d.	£. s. d.	£. s. d.		£. s. d.
Late Irish Treasury - - - - - (£. 248. 6. on C. F.)	348 6 -	- - -	- - -		348 6 -
Late Auditor General's Office - - - - -	2,698 5 4	- - -	- - -		2,698 5 4
Late Military Audit Office - - - - -	254 18 10	- - -	- - -		254 18 10
Late Civil Audit Office - - - - -	134 12 4	- - -	- - -		134 12 4
Late Linen Board - - - - -	13 15 -	- - -	- - -		13 15 -
Late Board of Works - - - - -	177 11 8	- - -	- - -		177 11 8
Late Convict Hulk Establishment - - - - -	56 18 5	- - -	- - -		56 18 5
Late Insolvent Debtors' Court - - - - -	1,846 3 4	- - -	- - -		1,846 3 4
Late Island Bridge Lunatic Asylum - - - - -	127 10 -	- - -	- - -		127 10 -
Late Vice Regal Household Officers - - - - -	176 - -	18 5 -	- - -		194 5 -
Late Foundling Hospital - - - - -	169 - -	- - -	- - -		169 - -
Late House of Industry - - - - -	455 6 6	- - -	- - -		455 6 6
Late Quit Rent Office - - - - -	1,133 6 8	- - -	- - -		1,133 6 8
£.	7,591 14 1	18 5 -	- - -		7,609 19 1

Amount which remained payable on 1st January 1867 - - - - - 7,591 14 1

Allowance Granted in the Year:

Name.	Office.	Salary on Retirement.	Age on Retirement.	Period of Service.	Cause of Retirement.	Yearly Allowance Granted.
		£. s. d.	Years.	Years.		£. s. d.
Julia Newatt - -	Vice Regal Household	49 18 4	-	20	Abolition -	18 5 -

18 5 -

7,609 19 1

Allowances ceased in the year 1867 - - - - - nil.

Amount which remained payable on 31st December 1867 - - - £. 7,609 19 1

— No. 45. —

LATE PAYMASTER OF CIVIL SERVICES (IRELAND).

1.—COMPENSATION Allowances :										£.	s.	d.
Amount which remained payable on 1st January 1867	-	-	-	-	-	-	-	-	-	550	-	-
Allowances granted in the year 1867	-	-	-	-	-	-	-	-	-	-	nil.	-
Allowances ceased in the year 1867	-	-	-	-	-	-	-	-	-	-	nil.	-
Amount remaining payable on 31st December 1867										£.	550	-
2.—SUPERANNUATION Allowances :										£.	s.	d.
Amount which remained payable on 1st January 1867	-	-	-	-	-	-	-	-	-	93	-	-
Allowances granted in the year 1867	-	-	-	-	-	-	-	-	-	-	nil.	-
Allowances ceased in the year 1867	-	-	-	-	-	-	-	-	-	-	nil.	-
Amount remaining payable on 31st December 1867										£.	93	-

— No. 46. —

DIRECTORS OF CONVICT PRISONS, &c. (IRELAND).

1.—COMPENSATION Allowances :										£.	s.	d.
Amount remaining payable on 1st January 1867										-	-	-
Allowances granted in the year 1867										-	-	-
Allowances Ceased in the Year :										1,635	16	-
Name.		Office.		Cause.		Amount.						
						£. s. d.						
M'Cann, Rev. Josiah		-		Death		16 13 4				16	13	4
Amount remaining payable on 31st December 1867										-	-	-
										£.	1,619	2 8
2.—SUPERANNUATION Allowances :										£.	s.	d.
Amount remaining payable on 1st January 1867										-	-	-
Allowances Granted in the Year :										1,420	12	6
Name.		Office.		Salary.	Age.	Service.	Cause.	Amount.				
				£. s. d.	Yrs. Mos.	Yrs. Mos.		£. s. d.				
Larkin, B.		Matron		68 15 10	49 0	18 0	Ill health	20 - -				
Keating, T.		3rd Class Warder		54 - -	32 0	11 0	- ditto	9 18 -				
Taylor, T.		2nd Class Warder		56 1 11	52 0	11 2	- ditto	10 5 8				
Skelly, C.		1st Class Warder		64 15 5	64 0	20 1	Age and infirmity.	21 11 9				
Pascoe, T.		2nd Class Warder		58 17 2	57 0	12 9	Ill health	2 14 9				
Byrne, P.		1st Class Warder		64 18 1	63 0	17 5	- ditto	18 7 9				
Lilly, J.		2nd Class Warder		52 17 2	61 0	14 10	Age -	12 6 8				
Lyttle, R.		1st Class Warder		64 - -	36 0	15 1	Ill health	16 - -				
Manifold, R.		Clerk		180 - -	39 0	20 1	- ditto	43 6 8				
Sullivan, M.		2nd Class Warder		42 - -	50 0	10 0	- ditto	8 14 8				
Norris, W.		- ditto		45 - -	45 0	10 3	- ditto	9 15 9				
Browne, J. B.		Principal Warder		98 15 3	43 11	17 11	- ditto	27 - -				
Brennan, T.		Watchman		42 - -	53 5	12 5	Old age	11 14 -				
Hewson, J.		1st Class Warder		52 - -	40 4	13 4	Ill health	14 2 7				
Byrne, C.		2nd Class Warder		54 14 6	38 0	13 1	- ditto	11 17 1				
										237	15	4
Carried forward										£.	1,658	7 10

DIRECTORS OF CONVICT PRISONS, &c. (IRELAND)—*continued.*

				£.	s.	d.
Brought forward - - - £.				1,658	7	10
Allowances Ceased in the Year :						
Name.	Office.	Cause.	Amount.			
			£. s. d.			
Caffry, Bartholomew - -	Cook - - -	Dead - - -	20 10 -			
Dooley, J. - - -	1st Class Warder - -	Dead - - -	16 - -			
Dealy, J. - - -	Warder - - -	Dead - - -	9 - -			
Halaban, G. A. F. - -	Apothecary - - -	Dead - - -	44 6 8			
Reardon, Patrick - -	Warder - - -	Dead - - -	10 - -			
Scott, William - - -	- ditto - - -	Dead - - -	20 5 4			
Leonard, Michael - -	- ditto - - -	Dead - - -	28 - -			
				148	2	-
Amount remaining payable on 31st December 1867 - - - £.				1,510	5	10

— No. 47. —

OFFICERS, COURTS OF JUSTICE (IRELAND).

1.—COMPENSATION Allowances :							£.	s.	d.
Amount which remained payable on 1st January 1867 - - - - -							353	16	8
Allowances ceased in the year 1867 - - - - -							nil.		
Allowances Granted in the Year :							353	16	8
Name.	Office.	Cause.	Amount.						
			£. s. d.						
Hamilton, James A. - -	Principal Assistant, Court of Queen's Bench.	Abolition - - -	800 - -						
Maneh, Thos. - - -	Clerk to Principal Assistant, Court of Common Pleas.	- ditto - - -	250 - -						
Leahy, Anne - - -	Court Keeper in Insolvent Debtors' Court.	- ditto - - -	36 6 9						
							1,086	6	9
Amount remaining payable on 31st December 1867 - - - £.							1,440	3	5
2.—SUPERANNUATION Allowances :									
Amount which remained payable on 1st January 1867 - - - - -							3,787	16	7
Allowances ceased in the year 1867 - - - - -							nil.		
Allowances Granted in the Year :							3,787	16	7
Name.	Office.	Salary.	Age.	Service.	Cause.	Amount.			
		£. s. d.	Years.	Yrs. Mos.		£. s. d.			
Ormsby, C. M. -	Clerk in Landed Estates Court.	130 - -	58	16 0	Ill health -	34 13 4			
Richards, T. T. C. -	- ditto - -	250 - -	38	17 6	- ditto -	70 16 8			
							105	10	-
Amount remaining payable on 31st December 1867 - - - £.							3,893	6	7

— No. 48. —

NATIONAL EDUCATION COMMISSIONERS (IRELAND).

1.—COMPENSATION Allowances :										£.	s.	d.
Amount which remained payable on 1st January 1867	-	-	-	-	-	-	-	-	-	176	13	4
Allowances granted in the year 1867	-	-	-	-	-	-	-	-	-	-	nil.	
Allowances ceased in the year 1867	-	-	-	-	-	-	-	-	-	-	nil.	
Amount which remained payable on 31st December 1867										£.	176	13 4
2.—SUPERANNUATION Allowances :												
Amount which remained payable on 1st January 1867	-	-	-	-	-	-	-	-	-	865	6	3
Allowances granted in the year 1867	-	-	-	-	-	-	-	-	-	-	nil.	
Allowances ceased in the year 1867	-	-	-	-	-	-	-	-	-	-	nil.	
Amount which remained payable on 31st December 1867										£.	865	6 3

— 49. —

COMMON LAW COURTS.

1.—COMPENSATION Allowances										£. s. d.				
										mil.				
2.—SUPERANNUATION Allowances:														
Amount which remained payable on 1st January 1867 (<i>See Parliamentary Paper, No. 155 of 1867, Account No. 39, Court of Queen's Bench</i>)										358 1 4				
Allowances Granted in the Year:														
Name.		Office.		Cause.		Allowance.								
						£. s. d.								
Davis, John		-	-	Senior Clerk, Master's Office, Queen's Bench.		Transferred from Superior Courts Fees Fund.	280		-	1				
Hill, Samuel		-	-	Clerk, Rule Office, Queen's Bench			600		-	-				
Walker, W.		-	-	Clerk, Writ Office, Queen's Bench			253		6	8				
Aldridge, Napoleon		-	-	Senior Clerk, Master's Office, Queen's Bench.			491		6	8				
Dwarris, F. W.		-	-	Second Clerk, Writ Office, Queen's Bench.			98		-	-				
Fache, W. M.		-	-	Clerk, Master's Office, Exchequer			480		-	-				
Burman, J. J.		-	-	- ditto - - -			175		-	-				
Morgan, John		-	-	Usher, Exchequer - - -			112		-	-				
Butler, J. H.		-	-	Record Assistant, Common Pleas			91		13	4				
Goodbody, W.		-	-	Usher, Common Pleas - - -			128		-	-				
										2,709 6 9				
Allowance Ceased in the Year:														
Name.		Office.		Cause.		Amount.								
						£. s. d.								
Hansard, William		-	-	Second Clerk, Judgment Office, Queen's Bench.		-	-	-	269 10		-			
										269 10 -				
Amount which remained payable on 31st December 1867										-	-	-	£.	2,797 18 1

— No. 50. —

CRIMINAL LAW EXAMINERS.

1.—COMPENSATION Allowances - - - - -							£. s. d.
							nil.
2.—SUPERANNUATION Allowances:							
Amount which remained payable on 1st January 1867 - - - - -							nil.
Amount Granted in the Year 1867:							
Name.	Office.	Age.	Service.	Salary.	Cause.	Allowance.	
		Yrs.	Yrs.	£. s. d.		£. s. d.	
Davis, James - -	Chief Clerk - -	73	55	500 - -	Age and infirmity.	500 - -	500 - -
Allowances ceased in the year 1867 - - - - -							nil.
Amount which remained payable on 31st December 1867 - - - - -							500 - -

ACCOUNTS
OF
SUPERANNUATIONS
AND
RETIRED ALLOWANCES
IN
PUBLIC DEPARTMENTS,
for the Year
1867.

No. 1—50.

*Ordered, by The House of Commons, to be Printed,
26 March 1868.*

[*Price 6 d.*]

177.

Under 8 oz.

SUPERANNUATIONS.

RETURN to an Order of the Honourable The House of Commons,
dated 13 February 1868;—for,

COPY “of a TREASURY MINUTE, dated the 11th day of February 1868,
authorising the GRANT of a SPECIAL SUPERANNUATION ALLOWANCE to
Colonel *Maclean*, late Lieutenant Governor of *Natal*.”

Treasury Chambers, }
13 February 1868. }

GEORGE WARD HUNT.

COPY of TREASURY MINUTE, dated 11 February 1868.

My Lords have under consideration Mr. Elliot's letter of the 4th February, and the enclosures, with reference to the case of Colonel Maclean, late Lieutenant Governor of Natal; and signifying the strong recommendation of his Grace the Duke of Buckingham and Chandos, that under the very special and distressing circumstances Parliament should be asked to vote an annual sum of 333*l.* 6*s.* 8*d.* as a reward for his special services for many years in South Africa.

Colonel Maclean's public services in South Africa were as follows:—

1. Commissioner with the Native Tribes on the Frontier	-	-	8 years.
2. Civil Commissioner of British Kaffraria, virtually administering the Government under the Governor of the Cape	-	-	6 „
3. Lieutenant Governor of British Kaffraria	-	-	4 „
4. Lieutenant Governor of Natal	-	-	2 „
			20 „

not including previous military services.

It is stated by Mr. Elliot, that if the Governor of the Cape had not, on his own responsibility, for political reasons, postponed the promulgation of certain letters patent issued in 1854, Colonel Maclean would have had the title as well as discharged the duties of Lieutenant Governor of British Kaffraria for the six years during which he was virtually administering the Government, under the title of Civil Commissioner.

This term would have given him a total service of 10 years as Lieutenant Governor of that district, together with two years as Lieutenant Governor of Natal, making 12 years in all, a period of service which, in connexion with the shattered state of his health and his advanced age, would have entitled him to a reduced pension under the Colonial Governors' Pension Act.

Moreover, it appears that if, for political reasons, British Kaffraria had not been united to the colony of the Cape of Good Hope, Colonel Maclean might have been granted a pension from Kaffrarian funds for ten years' service in that district.

While in effect, therefore, Colonel Maclean was acting in the discharge of duties, and under responsibilities in every respect similar to those which the Colonial Pension Act was intended to cover, and while by a judicious treatment of the native tribes on the frontier of the Cape, as well as in British Kaffraria, and the influence he obtained over them, Colonel Maclean rendered very important services to the Imperial Government by preventing wars with the natives.

The Secretary of State feels himself unable, in consequence of what he speaks of as technicalities, to bring the case of Colonel Maclean under the precise terms

terms of the 12th Section of the Colonial Governors' Pension Act, 28 & 29 Vict. c. 113.

Had the Letters Patent, conferring on him the title of Lieutenant Governor of British Kaffraria, which were issued in 1854, been promulgated at the time, he would have been entitled to a pension; had the union of British Kaffraria and the Colony of the Cape not been effected, he might have been granted a pension.

A strong representation has been addressed to the Duke of Buckingham and Chandos, signed by Sir Henry Storks and other distinguished officers who had served with Colonel Maclean in South Africa, "bearing testimony to the singular tact, courage, foresight, energy, and diplomatic skill which he displayed," and stating the deep sorrow with which they have learned that this old and distinguished officer had been compelled to give up his appointment as Lieutenant Governor of Natal, in consequence of Paralysis, that he is left without provision of any kind, and is actually in extreme want.

The Secretary of State, in concurrence with that representation, states that he feels that it would not be to the credit of any Government to allow a public officer under such circumstances, with long and meritorious services, and broken-down health, to linger in abject want, and therefore recommends strongly that Parliament should be asked to vote an annual sum of 333 *l.* 6 *s.* 8 *d.*, being equivalent to the reduced pension, which, but for the technicalities referred to, would have been awarded to him, and that such pension should be reckoned from the date in January 1867 on which he ceased to receive any salary as Lieutenant Governor of Natal.

Under circumstances so distressing and special, my Lords cannot hesitate in sanctioning the course proposed by the Duke of Buckingham and Chandos.

Let a copy of this Minute be laid before Parliament, and let provision be made in the Superannuation Vote for a pension to Colonel Maclean accordingly.

SUPERANNUATIONS.

COPY of a TREASURY MINUTE, dated 11 February 1868, authorising the GRANT of a SPECIAL SUPER-ANNUATION ALLOWANCE to Colonel Maclean, late Lieutenant Governor of Natal.

(*Mr. Hunt.*)

*Ordered, by The House of Commons, to be Printed,
13 February 1868.*

S U P P L Y.

RETURN to an Order of the Honourable The House of Commons,
dated 16 August 1867 ;—for,

A RETURN “showing 1. ACCOUNT of SUMS voted in SUPPLY from 1840 to 1867, both inclusive, under the several heads of ARMY, NAVY, ORDNANCE, and MISCELLANEOUS SERVICES; 2. ABSTRACT of GRANTS for MISCELLANEOUS SERVICES (in the same form and in continuation of Parliamentary Paper, No. 54, of Session 1865).”

— I. —

AN ACCOUNT of SUMS voted in SUPPLY during each Year from 1840 to 1867, both inclusive, under the several heads of ARMY, NAVY, ORDNANCE, and MISCELLANEOUS SERVICES.

	1840 to 1862.	1863.	1864.	1865.	1866.	1867.
		£.	£.	£.	£.	£.
ARMY (including ORDNANCE, COMMIS- SARIAT and MILITIA - - - - -)	For an Account of the Sums voted in each Year, from 1840 to 1862, both inclusive, see Parliamen- tary Paper, No. 534, of Session 1863.	{ 15,060,237 409,000*	14,844,088	14,348,447	14,340,000	15,252,200
NAVY - - - - -		10,736,032	10,708,651	10,456,139	10,434,735	10,976,253
KERTCH and YENIKALE PRIZE MONEY -		85,925	-	-	—	—
NEW ZEALAND WAR - - - - -		-	-	764,820*	—	—
ABYSSINIAN EXPEDITION - - - - -		-	-	-	-	2,000,000*
CIVIL SERVICES (MISCELLANEOUS) - -		{ 7,805,277 175,650*	{ 7,638,117 372,943*	{ 7,657,872 41,955*	{ 7,998,456 312,330*	8,194,253
PRINCESS HELENA'S MARRIAGE PORTION -		-	-	-	30,000	—
REVENUE DEPARTMENTS - - - - -		4,720,641	4,602,092	{ 4,656,760 16,644*	5,017,698	5,045,000
POST-OFFICE PACKET SERVICE - - -		950,000	860,276	841,867	821,164	807,428
ADVANCES, NEW COURTS OF JUSTICE -		-	-	700,000	660,000	402,000
ADVANCES, GREENWICH HOSPITAL - -		-	-	-	125,367	128,635
TOTAL - - - £.		39,942,762	39,116,167	39,484,513	39,739,750	42,805,769

* Supplemental Votes of subsequent Sessions.

— II. —

ABSTRACT of GRANTS for MISCELLANEOUS SERVICES in the Years 1863 to 1867.

For Abstract of Grants for Miscellaneous Services in each Year from 1840 to 1862, both inclusive, see Parliamentary Paper, No. 534, of Session 1863.

		1863.	1864.	1865.	1866.	1867.
	CLASS I.					
	PUBLIC WORKS AND BUILDINGS:					
		£.	£.	£.	£.	£.
1	Royal Palaces - - - - -	45,243	52,258	48,836	49,137	41,945
2	Public Buildings - - - - -	117,751	107,531	100,590	106,342	120,805
3	Furniture of Public Offices - - - - -	18,879	17,800	12,000	12,000	13,500
4	Royal Parks and Pleasure Gardens - - - - -	97,952	97,994	99,090	110,574	125,326
5	New Houses of Parliament - - - - -	46,444	32,144	49,456	61,690	55,137
6	British Embassy Houses, Paris and Madrid - - - - -	4,929	1,517	5,777	1,485	1,670
7	British Consulate and Embassy Houses, Constantinople - - - - -	748	3,201	3,455	3,000	4,000
8	New Foreign Office Buildings - - - - -	40,000	75,000	60,000	63,500	49,000
9	Industrial Museum, Edinburgh - - - - -	8,674	6,750	10,752	—	—
10	Aberdeen University - - - - -	1,459	3,355	—	—	—
11	Probate Court Registries - - - - -	22,000	9,574	17,932	23,500	21,260
12	General Register House, Edinburgh - - - - -	3,727	1,574	—	—	—
13	Public Record Repository - - - - -	20,000	26,000	28,750	27,070	3,420
14	Westminster Bridge Approaches - - - - -	12,000	20,000	—	—	—
15	New Westminster Bridge - - - - -	19,357	10,930	12,000	7,525	—
16	Architectural Designs - - - - -	—	3,260	—	—	—
17	Nelson Column - - - - -	6,000	4,000	9,500	6,000	—
18	Harbours of Refuge - - - - -	165,000	96,000	76,000	82,000	76,700
19	Holyhead and Port Patrick Harbours, &c. - - - - -	68,339	57,875	49,930	49,292	29,475
20	Public Buildings, Ireland - - - - -	114,618	97,452	103,677	90,663	74,837
21	New Record Buildings, Dublin - - - - -	10,000	18,000	6,000	2,571	—
22	National Gallery, Dublin - - - - -	983	1,100	813	Incl. in No. 20	—
23	Lighthouses Abroad - - - - -	31,914	13,703	19,474	38,160	41,360
24	Sheriff Court Houses, Scotland - - - - -	6,000	17,000	20,000	30,000	21,000
25	Rates for Government Property - - - - -	27,000	27,000	27,000	27,000	27,000
26	Land, &c., at Kensington Gore - - - - -	67,000	53,000	—	—	—
27	Court of Probate, Principal Registry—Purchase of Premises - - - - -	1,806	—	—	—	—
28	Site of New Foreign Office - - - - -	1,500	—	—	—	—
29	Franklin Monument - - - - -	800	—	—	817	—
30	Landguard Point Works - - - - -	—	—	10,000	10,000	—
31	Burlington House - - - - -	—	—	—	—	15,000
32	National Gallery Enlargement - - - - -	—	—	20,000	50,000	32,000
33	New Palace of Westminster. Acquisition of Lands - - - - -	—	—	—	—	30,000
34	Ulster Canal - - - - -	—	—	—	5,000	7,500
35	Isle of Man Lunatic Asylum - - - - -	—	—	4,000	2,000	3,600
36	Monument to Lord Palmerston - - - - -	—	—	—	2,000	—
37	Wellington Monument - - - - -	—	—	—	2,800	—
38	Site of Public Offices - - - - -	—	—	20,000	58,000	46,000
39	Patent Office - - - - -	—	—	4,500	11,600	—
40	Burlington House Designs - - - - -	—	—	—	1,575	—
41	Chapter House, Westminster - - - - -	—	—	—	7,000	10,000
42	Legation House, Tangier - - - - -	—	—	1,559	—	—
43	Roads, South Kensington - - - - -	—	—	—	1,286	—
44	University of London Buildings - - - - -	—	—	—	20,000	25,000
45	Metropolitan Fire Brigade - - - - -	—	—	10,000	2,500	10,000
46	Queen's University, Ireland, Buildings - - - - -	—	—	—	7,000	7,000
	TOTAL of Class I. - - £.	960,123	853,518	831,091	973,087	892,535

		1863.	1864.	1865.	1866.	1867.
	CLASS II. SALARIES AND EXPENSES OF PUBLIC DEPARTMENTS.	£.	£.	£.	£.	£.
1	Two Houses of Parliament, Offices - - -	74,986	69,127	69,064	71,421	73,491
2	Treasury - - - - -	51,730	53,147	53,488	52,432	52,836
3	Home Office - - - - -	26,263	26,883	27,118	26,471	27,308
4	Foreign Office - - - - -	72,325	72,015	66,885	63,840	67,410
5	Colonial Office - - - - -	31,047	31,421	31,658	32,124	33,250
6	Privy Council Office - - - - -	20,637	24,306	20,842	25,739	30,423
7	Board of Trade, &c. - - - - -	62,181	65,543	68,523	65,285	68,386
8	Privy Seal Office - - - - -	2,994	2,908	2,938	2,938	2,938
9	Civil Service Commission - - - - -	8,741	8,744	8,874	9,007	9,091
10	Paymaster General's Office - - - - -	19,640	19,491	20,391	20,558	20,200
11	Exchequer (London) - - - - -	4,923	4,928	5,048	5,558	} 38,000
12	Audit Office - - - - -	34,060	35,512	36,559	36,866	
13	Office of Works and Public Buildings - -	30,857	31,903	32,238	32,226	32,463
14	Office of Woods, Forests, and Land Revenues -	26,839	28,225	28,482	28,815	25,744
15	Public Record Office - - - - -	20,235	20,651	22,006	22,119	21,383
16	Poor Law Commissions - - - - -	227,424	233,810	237,392	242,984	312,798
17	Mint, including Coinage - - - - -	52,901	55,867	49,075	49,182	44,168
18	Inspectors of Factories, Fisheries, &c. - -	26,610	35,647	36,826	39,462	39,622
19	Exchequer and other Offices in Scotland - -	6,316	6,235	6,210	6,242	5,989
20	Household of Lord Lieutenant, Ireland - -	6,445	6,434	6,413	6,413	6,413
21	Chief Secretary, Ireland, Offices - - -	16,580	16,695	16,609	15,667	15,733
22	Inspection, &c. of Lunatic Asylums, Ireland -	3,752	3,782	4,007	Incl. in No. 29	—
23	Office of Public Works, Ireland - - - -	24,314	23,431	23,608	23,906	24,620
24	Copyhold, Tithe, and Inclosure Commission -	19,351	19,125	19,187	20,107	20,101
25	Inclosure and Drainage Acts; Imprest Expenses -	13,090	13,290	13,290	12,890	11,600
26	General Register Offices, England, Ireland and Scotland - - - - -	48,511	} 67,955	65,493	66,796	69,025
	Agricultural and Emigration Statistics, Ireland -	3,342				
27	National Debt Office - - - - -	14,982	15,440	15,510	15,253	15,424
28	Public Works Loan Commission and West India Relief Commission - - - - -	3,910	3,795	3,785	3,935	4,349
29	Lunacy Commissions - - - - -	7,111	7,172	9,635	13,735	14,144
30	Superintendent of Roads, South Wales - -	1,223	1,223	1,223	1,223	1,223
31	Registrars of Friendly Societies - - - -	2,374	2,453	2,324	2,404	2,414
32	Charity Commission - - - - -	18,243	18,823	18,915	18,673	18,115
33	Local Government Act Office, and Inspection of Burial Grounds - - - - -	6,495	6,442	6,665	6,835	7,041
34	Landed Estates Record Offices - - - - -	2,193	2,244	2,350	2,399	2,724
35	Quarantine Expenses - - - - -	2,098	1,446	1,446	1,444	1,444
36	Secret Service - - - - -	32,000	32,000	32,000	32,000	32,000
37	Printing and Stationery - - - - -	344,139	344,165	365,410	357,087	384,020
38	Postage of Public Departments - - - - -	120,025	136,300	158,058	151,020	167,350
	TOTAL of Class II. - - - £.	1,490,887	1,548,578	1,589,545	1,585,056	1,703,230

		1863.	1864.	1865.	1866.	1867.
CLASS III.						
LAW AND JUSTICE.						
ENGLAND:		£.	£.	£.	£.	£.
1	Law Charges, England - - - - -	24,610	37,613	49,304	35,940	33,440
2	Criminal Prosecutions, &c. - - - - -	190,808	200,737	198,033	188,567	189,035
3	Police, Counties and Boroughs, Great Britain -	228,050	244,050	248,100	263,650	266,925
4	Crown Office, Queen's Bench - - - - -	3,178	3,188	3,120	3,810	Incl. in No. 15
5	Admiralty Court Registry - - - - -	11,510	11,700	12,325	12,520	12,625
6	Late Insolvent Debtors' Court - - - - -	4,458	4,358	3,296	3,236	3,236
7	Probate Court - - - - -	83,530	83,580	85,000	85,430	88,467
8	County Courts - - - - -	166,010	152,000	159,701	160,821	144,127
9	Land Registry Office - - - - -	8,331	4,900	5,030	5,280	5,440
10	Police Courts (Metropolis) - - - - -	25,725	20,633	20,993	23,093	22,103
11	Metropolitan Police - - - - -	143,519	146,894	155,166	163,071	164,848
12	Revising Barristers, England and Wales - -	17,850	17,850	18,002	17,850	17,850
13	Divorce Court Compensations - - - - -	1,500	786	686	658	658
14	Bankruptcy Court Compensations - - - - -	18,959	18,143	16,772	15,555	14,292
15	Common Law Courts, including Crown Office, Queen's Bench - - - - -	-	-	-	-	52,381
SCOTLAND:						
16	Lord Advocate and Solicitor General (Salaries)	3,577	3,577	3,577	Incl. in No. 28	—
17	Court of Session - - - - -	18,090	18,174	18,331	Incl. in No.	—
18	Court of Justiciary - - - - -	11,081	10,811	10,816	29.	—
19	Prosecutions under the Lord Advocate - -	4,500	4,800	4,100	Incl. in No. 28	—
20	Exchequer, Scotland (Legal Branch) - -	1,580	1,680	1,630	1,630	Incl. in No. 29
21	Sheriffs and Procurators Fiscal not paid by Salaries, and Expenses of Prosecution in Sheriff Courts - - - - -	35,231	35,231	35,231	Incl. in No.	—
22	Procurators Fiscal (Salaries) - - - - -	22,605	20,105	21,842	28.	—
23	Sheriff Clerks - - - - -	15,380	14,250	14,777	Ditto, No.	—
24	Expenses in matters of Tithes - - - - -	3,695	3,000	3,000	29.	—
25	Register House, Edinburgh (Salaries and Ex- penses of sundry Departments) - - - - -	16,192	16,778	17,254	19,511	16,486
26	Commissary Clerk's Office - - - - -	1,320	1,295	1,295	Incl. in No. 29	—
27	Accountant in Bankruptcy - - - - -	1,487	1,472	1,529	Incl. in No. 25	—
28	Criminal Proceedings - - - - -	-	-	-	70,512	72,447
29	Courts of Law and Justice - - - - -	-	-	-	43,880	48,850
IRELAND:						
30	Law Charges and Criminal Prosecutions - -	61,134	64,825	81,360	65,214	77,314
31	Court of Chancery - - - - -	5,635	5,717	5,793	5,877	6,522
32	Court of Queen's Bench, Common Pleas, and Exchequer - - - - -	10,302	10,462	13,742	14,762	14,852
33	Process Servers - - - - -	8,300	9,000	8,500	8,500	8,500
34	Registrars to the Judges, and Clerk of the Court of Errors - - - - -	5,932	5,932	(Included in Nos. 32 and 46).		
35	Manor Courts Compensations - - - - -	2,630	2,200	2,403	2,031	2,025
36	Registry of Judgments - - - - -	2,782	2,360	3,163	2,888	2,869
37	High Court of Delegates - - - - -	150	100	100	100	100
38	Court of Bankruptcy and Insolvency - -	6,403	6,650	6,599	6,899	6,899
39	Court of Probate - - - - -	10,330	10,650	10,663	10,668	10,673
40	Landed Estates Court - - - - -	11,632	11,819	11,768	11,902	12,492
41	Consolidated Office of Writs - - - - -	1,150	1,150	Incl. in No. 32	—	—
42	Revising Barristers, Dublin - - - - -	420	420	420	420	420
43	Dublin Metropolitan Police and Police Justices	48,100	49,000	50,500	52,200	50,600
44	Constabulary of Ireland - - - - -	727,517	736,535	725,680	831,535	851,513
45	Four Courts Marshalsea Prison - - - - -	2,714	2,714	2,714	2,714	2,724
46	Officers of the Judges on Circuit - - - - -	-	-	4,407	4,407	4,407
47	Registry of Deeds - - - - -	-	-	16,416	13,086	14,051
PRISON AND CONVICT SERVICES AT HOME AND ABROAD:						
48	Inspection and General Superintendence - -	17,641	18,980	18,999	19,790	20,400
49	Prisons and Convict Establishments at Home -	359,454	390,627	370,887	339,492	328,677
50	Maintenance of Prisoners in County Gaols, &c., and Removal of Convicts - - - - -	262,043	288,286	300,198	286,184	287,099
51	Transportation of Convicts - - - - -	37,133	29,027	20,258	21,684	21,709
52	Convict Establishments in the Colonies - -	136,163	386,448	159,059	155,466	151,886
TOTAL of Class III. - - - £.		2,780,341	3,110,507	2,922,539	2,970,833	3,028,942

		1863.	1864.	1865.	1866.	1867.
CLASS IV.						
EDUCATION, SCIENCE, AND ART:		£.	£.	£.	£.	£.
1	Public Education, Great Britain - - -	304,002	705,404	693,078	694,530	705,865
2	Science and Art Department - - -	122,883	135,582	161,841	173,928	221,387
3	Public Education, Ireland - - -	306,016	316,770	325,593	336,130	344,700
4	Commissioners of Education, Ireland (Office Expenses) - - -	805	805	730	730	730
5	University of London - - -	5,500	5,206	8,773	8,793	8,711
6	Universities, &c., in Scotland - - -	19,905	19,704	19,485	19,857	18,918
7	Queen's University in Ireland - - -	2,296	2,462	2,372	2,452	2,515
8	Queen's Colleges, Ireland - - -	4,800	5,400	5,150	4,250	4,265
9	Royal Irish Academy - - -	500	500	700	700	700
10	National Gallery of Ireland - - -	500	600	3,400	2,000	2,185
11	Belfast Theological Professors, &c. - -	2,500	2,500	2,500	2,500	2,500
12	British Museum - - -	90,541	92,127	98,164	148,465	99,621
13	National Gallery - - -	16,028	13,376	23,336	15,892	15,895
14	British Historical Portrait Gallery - -	1,500	1,500	1,650	1,650	1,650
15	Scientific Works and Experiments - -	7,141	7,555	7,059	7,059	13,215
16	Royal Geographical Society - - -	500	500	500	Incl. in No. 19.	
17	Royal Society - - -	1,000	1,000	1,000		
18	Royal Academy of Music - - -	-	500	500		
19	Learned Societies, Great Britain - -	-	-	-	2,300	2,300
20	Universal Exhibition at Paris - - -	-	-	5,000	62,000	53,799
21	Board of Manufactures, Scotland - -	-	-	-	2,100	3,600
TOTAL of Class IV. - - - £.		1,386,417	1,311,991	1,360,821	1,485,336	1,502,554
CLASS V.						
COLONIAL, CONSULAR, AND OTHER FOREIGN SERVICES:						
1	Coolie Emigration from India - - -	-	-	-	5,824	1,100
2	Bermudas - - -	4,200	4,200	4,200	4,200	2,500
3	Clergy, North America - - -	4,288	4,654	3,813	3,513	3,038
4	Indian Department, Canada - - -	1,438	1,000	1,000	1,000	-
5	Governors and others, West Indies, &c. -	27,745	24,278	23,278	23,178	22,678
6	Justices, West Indies - - -	9,000	9,917	7,200	6,750	6,300
7	Western Coast of Africa - - -	14,230	40,235	11,730	43,000	18,500
8	St. Helena - - -	5,602	4,924	6,495	4,924	4,230
9	Orange River Territory - - -	700	969	700	500	500
10	Heligoland - - -	960	960	1,104	1,100	1,100
11	Falkland Islands - - -	4,286	5,608	5,488	5,875	5,836
12	Labuan - - -	6,850	5,825	4,641	3,644	2,183
13	Pitcairn's Islanders - - -	300	300	300	300	-
14	Emigration - - -	10,720	10,720	10,531	10,418	11,036
15	Treasury Chest - - -	14,662	37,550	3,000	2,920	3,000
16	Zambesi Expedition - - -	-	12,500	1,657	-	-
17	Niger Expedition - - -	6,500	2,000	-	3,500	1,000
18	Captured Negroes, Bounties on Slaves, &c. -	86,000	86,385	47,000	39,000	32,000
19	Commissions for Suppression of Slave Trade -	10,950	10,650	10,650	10,450	8,750
20	Consuls Abroad - - -	166,543	166,503	166,018	165,978	166,188
21	Services in China, Japan, and Siam - -	81,054	162,670	102,972	126,978	135,983
22	Ministers at Foreign Courts, Extraordinary Expenses - - -	35,000	37,000	36,400	33,000	35,000
23	Special Missions, Outfits, &c. - - -	50,000	30,000	28,267	32,479	35,000
24	Third Secretaries to Embassies - - -	4,825	4,649	4,500	3,600	2,658
25	British Columbia - - -	22,121	-	-	4,230	-
26	Vancouver's Island - - -	2,500	-	-	-	-
27	British Kaffraria - - -	5,000	-	-	-	-
28	New Zealand - - -	26,622	-	-	-	-
29	Buildings at Cape York - - -	5,000	-	-	-	-
30	North American Boundary Commission - -	4,300	-	-	-	-
TOTAL of Class V. - - - £.		611,396	663,497	480,944	536,361	498,580

		1863.	1864.	1865.	1866.	1867.
CLASS VI.						
SUPERANNUATION AND RETIRED ALLOWANCES, AND GRATUITIES FOR CHARITABLE AND OTHER PURPOSES :						
		£.	£.	£.	£.	£.
1	Superannuation and Retired Allowances - -	176,462	185,469	179,382	185,888	197,035
2	Toulonese and Corsican Emigrants, &c., and American Loyalists - - - -	744	728	661	605	638
3	Refuge for the Destitute - - - -	325	325	325	325	325
4	Polish Refugees and Distressed Spaniards -	2,966	2,959	2,789	3,001	2,580
5	Merchant Seamen's Fund Pensions - - -	55,700	54,700	54,200	53,170	52,040
6	Relief of Distressed British Seamen - -	20,400	34,400	30,400	30,400	35,400
7	Miscellaneous Charges, formerly on Civil List - - - -	3,625	3,607	3,780	3,732	3,710
8	Public Infirmaries, Ireland - - - -	2,451	2,272	2,272	2,183	2,183
9	Westmoreland Lock Hospital - - - -	2,600	2,600	2,600		
10	Rotunda Lying-in Hospital - - - -	700	700	700		
11	Coombe Lying-in Hospital - - - -	200	200	200		
12	House of Industry Hospitals - - - -	7,600	7,600	7,600		
13	Cork-street Fever Hospital - - - -	2,500	2,500	2,500		
14	Meath Hospital - - - -	600	847	600	15,845	15,845
15	St. Mark's Ophthalmic Hospital - - -	100	100	100		
16	Dr. Steevens's Hospital - - - -	1,300	1,300	1,300		
17	Board of Superintendence of Dublin Hospitals - - - -	245	245	245		
18	Concordatum Fund, and other Charities and Allowances, Ireland - - - -	8,847	8,693	8,644	8,461	8,323
19	Non-conforming and other Ministers, Ireland -	40,278	40,670	40,809	41,156	41,479
TOTAL of Class VI. - - - £.		327,643	349,915	339,107	344,766	359,558
CLASS VII.						
MISCELLANEOUS, SPECIAL, and TEMPORARY OBJECTS :						
1	Ecclesiastical Commissioners - - - -	3,750	3,750	3,750	3,750	—
2	Temporary Commissions - - - -	16,917	15,224	30,702	47,500	31,000
3	Patent Law Expenses - - - -	30,015	30,689	31,003	29,292	31,410
4	Fishery Board, Scotland - - - -	14,744	15,152	15,427	15,462	15,667
5	Trustees of Manufactures, Scotland - -	2,000	2,000	2,000	—	—
6	Local Dues on Shipping under Treaties of Reciprocity - - - -	53,928	68,303	55,532	53,948	53,948
7	Inspectors of Corn Returns - - - -	3,220	3,299	2,900	2,800	2,700
8	Boundary Survey, Ireland - - - -	800	500	500	500	550
9	Malta and Alexandria Telegraph, and Subsidies to Telegraph Companies - - - -	680	680	780	1,572	780
10	Miscellaneous Expenses from Civil Contingencies - - - -	25,000	13,457	17,686	128,604	33,592
11	Award to Sir Rowland Hill - - - -	—	20,000	—	—	—
12	Brehon Laws, Ireland - - - -	1,000	—	500	416	416
13	Census of the Population - - - -	18,961	—	—	—	—
14	Marriage of the Prince of Wales - - -	23,455	—	—	—	—
15	Powder Ship, Dublin - - - -	4,000	—	—	—	—
16	Scheldt Toll Redemption - - - -	175,650	—	—	—	—
17	Flax Cultivation in Ireland - - - -	—	—	5,000	3,000	2,000
18	Agricultural Statistics, Great Britain -	—	—	10,000	10,000	10,000
19	Anglo-Chinese Flotilla Compensations -	—	—	—	101,300	—
20	Entertainment of Foreign Potentates -	—	—	—	—	25,000
21	Prince Consort's Memorial - - - -	50,000	—	—	4,970	—
22	Drawback on Sugar; Experiments - - -	—	—	—	9,181	—
23	Household of late King of the Belgians -	—	—	—	3,052	1,791
TOTAL of Class VII. - - - £.		424,120	173,054	175,780	415,347	208,854

TOTALS OF THE SEVERAL CLASSES.

C L A S S.	1863.	1864.	1865.	1866.	1867.
	£.	£.	£	£.	£.
Class I. - - - - -	960,123	853,518	831,091	973,087	892,535
„ II. - - - - -	1,490,887	1,548,578	1,589,545	1,585,056	1,703,230
„ III. - - - - -	2,780,341	3,110,507	2,922,539	2,970,833	3,028,942
„ IV. - - - - -	1,386,417	1,311,991	1,360,821	1,485,336	1,502,554
„ V. - - - - -	611,396	663,497	480,944	536,361	498,580
„ VI. - - - - -	327,643	349,915	339,107	344,766	359,558
„ VII. - - - - -	424,120	173,054	175,780	415,347	208,854
Total Grants for Miscellaneous } Services - - - - - } £.	7,980,927	8,011,060	7,699,827	8,310,786	8,194,253

Whitehall, Treasury Chambers, }
24 February 1868.

GEORGE WARD HUNT.

S U P P L Y.

RETURN showing 1. ACCOUNT OF SUMS voted in SUPPLY from 1840 to 1867, both inclusive, under the several heads of ARMY, NAVY, ORDNANCE, and MISCELLANEOUS SERVICES; 2. ABSTRACT of GRANTS for MISCELLANEOUS SERVICES (in the same form, and in continuation of Parliamentary Paper, No. 54, of Session 1865).

(*Mr. Shaw Lefevre.*)

*Ordered, by The House of Commons, to be Printed,
25 February 1868.*

TAXES AND IMPOSTS.

RETURN to an Order of the Honourable The House of Commons,
dated 8 July 1868;—*for*,

RETURN “of RATES of all TAXES and IMPOSTS from which the IMPERIAL
REVENUE of the UNITED KINGDOM was raised, together with the Gross
Amount yielded by each Tax or Impost, showing the Total Gross
Revenue in the Year ending the 31st day of March 1868, and of the Aggre-
gate Amounts of the Two previous Years.”

Treasury Chambers, Whitehall, }
August 1868.

G. SCLATER-BOOTH.

(*Mr. Bazley.*)

Ordered, by The House of Commons, to be Printed,
25 July 1868.

C O N T E N T S.

CUSTOMS - - - - - - - - - - - - - p. 3

INLAND REVENUE:

 EXCISE - - - - - - - - - - - - - p. 7

 STAMPS - - - - - - - - - - - - - p. 10

 TAXES - - - - - - - - - - - - - p. 12

POST OFFICE - - - - - - - - - - - - - p. 14

RETURN of RATES of all TAXES and IMPOSTS from which the IMPERIAL REVENUE of the UNITED KINGDOM was raised, together with the Gross Amount yielded by each Tax or Impost, showing the Total Gross Revenue in the Year ending the 31st day of March 1868, and of the Aggregate Amounts of the Two previous Years.

CUSTOMS.

CUSTOMS DUTIES, UNITED KINGDOM, Year ended 31st March 1868.

NAME of TAX or IMPOST.	Rate of TAX or IMPOST.	Quantities Taxed.	Total Gross Sum Produced.
1. TOBACCO:			
Unmanufactured - - - -	Containing 10 lbs. or more of moisture in every 100 lbs. weight thereof - } £. s. d. 3 1 ⁸ / ₁₀ per lb.	Lbs. 40,380,033	£. 6,350,556
	Containing less than 10 lbs. of moisture in every 100 lbs. weight thereof - } - 3 6 "		
Manufactured:			
Segars - - - - -	- - - - - 5 - "	904,351	226,088
Cavendish or Negrohead:			
Of Foreign Manufacture - - - - -	- - - - - 4 6 "	19,995	4,499
Manufactured, in Bond, in the United Kingdom - - - - -	- - - - - 4 - "	13,984	2,797
	Containing more than 13 lbs. of moisture in every 100 lbs. weight thereof - } - 3 9 "	278	56
Snuff - - - - -	Not containing more than 13 lbs. of moisture in every 100 lbs. weight thereof - } - 4 6 "	3,464	Admitted duty free.
Other Manufactured Tobacco - - - - -	- - - - - 4 - "	16,424	3,288
			6,596,284
2. SUGAR and ARTICLES of which Sugar is an Ingredient:			
Sugar:		Cwts.	
Refined and Candy - - - - -	To 1st May 1867 - - - - - 12 10 per cwt. From 1st May 1867 - - - - - 12 - "	766,537	460,929
Unrefined:			
1st Class: (Equal to White Clayed) - - - - -	To 1st May 1867 - - - - - 11 8 " From 1st May 1867 - - - - - 11 3 "	90,492	51,004
2nd Class: (Not equal to White Clayed, but equal to Brown Clayed) - - - - -	- - - - - 10 6 "	3,915,146	2,055,461
3rd Class: (Not equal to Brown Clayed, but equal to Brown Muscovado) - - - - -	To 1st May 1867 - - - - - 9 4 " From 1st May 1867 - - - - - 9 7 "	3,724,218	1,776,582
4th Class: (Not equal to Brown Muscovado, including Cane Juice) - - - - -	To 1st May 1867 - - - - - 8 2 " From 1st May 1867 - - - - - 8 - "	3,395,193	1,359,004
Molasses - - - - -	- - - - - 3 6 "	408,610	54,737
Glucose or Vegetable Syrup - - - - -	Chargeable with Duty according to the quantity of Saccharine matter contained therein - - - - -	8,646	2,722
		Lbs.	
Almond Paste - - - - -	- - - - -	40	-
Cherries, dried - - - - -	- - - - -	685	3
Comfits, dry - - - - -	- - - - -	2	-
Confectionery - - - - -	- - - - -	363,228	1,505
Ginger, Preserved - - - - -	- - - - - 1 per lb.	411,692	1,716
Marmalade - - - - -	- - - - -	1,239	5
Plums, preserved in Sugar - - - - -	- - - - -	901	4
Succades - - - - -	- - - - -	438,748	1,829
			5,765,501

CUSTOMS—continued.

NAME of TAX or IMPOST.	RATE of TAX or IMPOST.	Quantities Taxed.	Total Gross Sum Produced.
3. TEA, COFFEE, CHICORY, AND COCOA:			
	£. s. d.	Lbs.	£.
Tea - - - - -	- - - - - 6 per lb.	113,164,169	2,829,130
Coffee:			
Raw - - - - -	- - - - - 3 „	31,469,430	393,364
Kiln-dried, roasted, or ground - - - - -	- - - - - 4 „	3,472	58
Chicory:			
Raw or kiln-dried - - - - -	- - - - - 1 6 6 per cwt.	Cwts. 84,874	112,459
Ditto - Produce of the Channel Islands - - - - -	- - - - - 1 4 3 „	1,402	1,700
Roasted or ground - - - - -	- - - - - 4 per lb.	Lbs. 2,786	47
Cocoa - - - - -	- - - - - 1 „	4,894,203	20,399
— Husks and shells - - - - -	- - - - - 2 - per cwt.	Cwts. 10,000	1,000
— Paste or Chocolate - - - - -	- - - - - 2 per lb.	Lbs. 171,964	1,433
			3,359,590
4. SPIRITS and ARTICLES containing SPIRIT:			
Spirits, not Sweetened:			
Rum and Spirits of and from British Possessions in America, Mauritius, and the East Indies - - - - -	- - - - - 10 2 {per proof gallon}	Proof Galls. 4,102,903	2,084,208
Rum, Foreign:			
From the country of its production - - - - -	- - - - - 10 2 „	102,111	51,907
Not from the country of its production - - - - -	- - - - - 10 5 „	2,727	1,420
Brandy - - - - -	- - - - - 10 5 „	3,186,835	1,659,818
Geneva - - - - -	- - - - - 10 5 „	131,528	68,506
Other sorts - - - - -	- - - - - 10 5 „	788,649	410,757
Spirits, Sweetened or Mixed:			
Rum Shrub, Cordials, &c., of and from British Possessions in America, Mauritius, and the East Indies - - - - -	- - - - - 10 2 per gallon	Galls. 1,018	522
Other sorts - - - - -	- - - - - 14 - „	34,393	24,069
Chloroform - - - - -	- - - - - 3 - per lb.	Lbs. 468	70
Collodion - - - - -	- - - - - 1 4 - per gallon	Galls. 6	8
Ether - - - - -	- - - - - 1 5 - „	43	54
Varnish, containing Alcohol - - - - -	- - - - - 12 - „	468	281
			4,301,620
5. WINE:			
Containing less than 26 degrees of Proof Spirit - - - - -	- - - - - 1 - per gallon	Galls. 4,176,219	208,912
Containing 26 and less than 42 degrees of Proof Spirit - - - - -	- - - - - 2 6 „	10,074,911	1,259,045
Containing 42 or more degrees of Proof Spirit - - - - -	- - - - - 2 6 „ and 3 d. additional, for each degree of strength beyond 41.	22,171	3,172
			1,471,129

CUSTOMS—continued.

NAME of TAX or IMPOST.	RATE of TAX or IMPOST.	Quantities Taxed.	Total Gross Sum Produced.
6. CORN and MEAL and FARINACEOUS SUBSTANCES assimilated thereto in respect of Duty :			
Corn and Grain :	£. s. d.	Cwts.	£.
Wheat - - - - -	- - - - -	37,292,038	466,152
Barley - - - - -	- - - - -	4,893,211	61,176
Oats - - - - -	- - - - -	9,142,824	114,289
Rye - - - - -	- - - - -	64,257	803
Pease - - - - -	- - - - -	1,502,100	18,778
Beans - - - - -	- - - - -	1,959,188	24,490
Indian Corn - - - - -	- - - - -	9,561,764	119,522
Buckwheat - - - - -	- - - - -	301,009	3,763
Bere or Bigg - - - - -	- - - - -	1,920	24
Meal and Flour :			
Wheatmeal or Flour - - - - -	- - - - -	3,503,233	65,686
Barley Meal - - - - -	- - - - -	18	—
Oatmeal - - - - -	- - - - -	95,115	1,783
Rye Meal - - - - -	- - - - -	403	8
Pea Meal - - - - -	- - - - -	2	—
Bean Meal - - - - -	- - - - -	59	1
Indian Corn Meal - - - - -	- - - - -	9,690	182
Buckwheat Meal - - - - -	- - - - -	56	1
Meal Unenumerated - - - - -	- - - - -	575	19
Arrowroot - - - - -	- - - - -	24,604	462
Barley, Pearled - - - - -	- - - - -	1,280	24
Biscuit and Bread - - - - -	- - - - -	5,031	95
Cassava Powder - - - - -	- - - - -	1,885	35
Mandioca Flour - - - - -	- - - - -	128	2
Manna Croup - - - - -	- - - - -	120	2
Potato Flour - - - - -	- - - - -	95,030	1,782
Powder of all sorts - - - - -	- - - - -	15	—
Rice Dust and Meal - - - - -	- - - - -	4,821	91
Sago - - - - -	- - - - -	203,264	3,812
Semolina - - - - -	- - - - -	402	8
Starch and Gum of Starch - - - - -	- - - - -	12,910	242
Tapioca - - - - -	- - - - -	27,035	528
Vermicelli and Macaroni - - - - -	- - - - -	10,043	189
			883,941
7. FRUIT, DRIED :			
Currants - - - - -	- - - - -	788,971	276,153
Figs, Plums, and Prunes - - - - -	- - - - -	93,909	33,310
Raisins - - - - -	- - - - -	320,749	112,277
			421,740
8. MALT and its Products, with their Substitutes :			
Malt, Foreign - - - - -	- - - - -	Qrs. bush.	
— imported from the Isle of Man -	- - - - -	1 6	2
{ To 15 November 1867 -		- 1 1 $8\frac{8}{10}$ "	
{ From 15 November 1867		- 1 5 - "	
			352 5
			387
Beer, Mum - - - - -	- - - - -	Brls. galls.	
— Spruce - - - - -	- - - - -	4 30	5
— Beer and Ale of other Sorts -	- - - - -	2,352 31	2,353
			380 1
			380

CUSTOMS—continued.

NAME of TAX or IMPOST.	RATE of TAX or IMPOST.	Quantities Taxed.	Total Gross Sum Produced.
8. MALT and its Products, with their Substitutes—continued.			£.
	£. s. d.	Value.	
Essence of Spruce - - - -	- - - - 10 - - per Cent. ad. val.	£. 27.	3
Vinegar - - - -	- - - - 3 per Gallon -	Galls. 45,630	570
Pickles preserved therein -	- - - - 1 „ -	2,048	9
			3,709
9. PLATE, of Gold - - - -	- - - - 17 - per Oz. Troy -	Oz. 7	6
— of Silver - - - -	- - - - 1 6 „ -	56,582	4,244
			4,250
10. CARDS, Playing - - - -	- - - - 3 9 per Doz. Packs	Doz. Packs. 2,003	376

S U M M A R Y.

	Total Gross Sum Produced.
1. TOBACCO - - - - -	£. 6,596,284
2. SUGAR and ARTICLES of which Sugar is an Ingredient - - - -	5,765,501
3. TEA, COFFEE, CHICORY, and COCOA - - - - -	3,359,590
4. SPIRITS, and Articles containing Spirit - - - - -	4,301,620
5. WINE - - - - -	1,471,129
6. CORN and MEAL, and FARINACEOUS SUBSTANCES assimilated thereto in respect of Duty - - - - -	883,941
7. FRUIT, DRIED - - - - -	421,740
8. MALT and its Products, with their Substitutes - - - - -	3,709
9. PLATE - - - - -	4,250
10. CARDS, Playing - - - - -	376
TOTAL GROSS PRODUCE of DUTIES of CUSTOMS in the } Year ended 31st March 1868 - - - - -	£. 22,808,140
Ditto in the Year ended 31st March 1867 - - - - -	£. 22,355,859
Ditto in the Year ended 31st March 1866 - - - - -	£. 21,356,723

Office of the Inspector General of Imports and Exports, }
Custom House, London, 23 July 1868.

Edw. Bernard,
Inspector General.

INLAND REVENUE.

EXCISE.

NAME OF TAX OR IMPOST.	RATE OF TAX OR IMPOST.	Quantities Taxed.	Total Gross Sum Produced.
Chicory Duty - - - -	Per cwt. - - - - - £. s. d. 1 4 3	<i>Cwts.</i> 17,355	£. s. d. 21,043 17 9
Malt Duty - - - -	Per bushel (made from barley) - - - - 2 7 and 5 per cent. additional. Ditto (made from bere or bigg) - - - - 2 - and 5 per cent. additional.	<i>Bushels.</i> 48,452,983 <i>Gallons.</i> 22,692,257	6,575,263 3 3
Spirits Duty - - - -	Per gallon, at proof strength, home made - - 10 -	<i>Cwts.</i> 2,940 356,088	11,346,181 15 6
Sugar Duty - - - -	Per cwt., home made, various, from 8s. to - 12 - Ditto, used by brewers - - - - 3 6	<i>Cwts.</i> 2,940 356,088	1,126 16 11 61,999 2 1
Railway Duty - - - -	Five per cent. on sums received for conveyance of passengers - - - - -	£. 9,702,725	485,136 2 -
Stage Carriage Duty - - - -	One farthing for each mile travelled - - - - -	<i>Miles.</i> 34,423,057	35,857 6 11
Hackney Carriage Duty - - - -	7 s. per week; 6 s. if not used on Sundays - - - - -	<i>Number.</i> 5,774	103,153 9 -
Beer re-landed - - - -	The drawback on exportation - - - - -	<i>Barrels.</i> 814	275 12 3½
License Duties,—viz.:	Brewers of black or spruce beer, various rates, from 10 s. 6 d. to 78 l. 15 s., according to the quantities brewed. £. s. d.	<i>Number.</i>	
Brewers - - - -	Brewers of beer, other than black or spruce, beginners - - - - - 12 6		
	Quantity brewed, not exceeding 20 barrels - - 12 6		
	Exceeding 20 and not exceeding 50 " - 1 7 6		
	Exceeding 50 and not exceeding 100 " - 2 - -		
	Exceeding 100 and not exceeding 1,000 barrels, for every 50, or fractional part of 50 barrels over 100 barrels - - - - - 15 -	35,754	356,541 10 6
	Exceeding 1,000 and not exceeding 50,000 barrels, in addition to the above, for every 50 or fractional part of 50 barrels over 1,000 barrels - - - - - 14 -		
	Exceeding 50,000 barrels, in addition to the foregoing, for every 50 or fractional part of 50 barrels - - - - - 12 6		
	Brewers using sugar - - - - - 1 - -	967	967 - -
	Retail brewers, under Act 5 Geo. 4, c. 54 - - 5 10 3	16	88 4 -
	Beginners, with a surcharge according to the quantity made - - - - - 7 10½		
	Quantity made not exceeding 50 quarters - - 7 10½		
	Ditto - - - - 100 " - - 15 9		
	Ditto - - - - 150 " - - 1 3 7½		
	Ditto - - - - 200 " - - 1 11 6		
	Ditto - - - - 250 " - - 1 19 4½		
Maltsters - - - -	Ditto - - - - 300 " - - 2 7 3	5,696	15,884 12 8
	Ditto - - - - 350 " - - 2 15 1½		
	Ditto - - - - 400 " - - 3 3 -		
	Ditto - - - - 450 " - - 3 10 10½		
	Ditto - - - - 500 " - - 3 18 9		
	Ditto - - - - 550 " - - 4 6 7½		
	Quantity made exceeding 550 " - - 4 14 6		
	By Maltsters, not exceeding 5 " - - - 2 7½		
	Quantity manufactured, not exceeding 20,000 lbs. 5 5 -		
	Ditto - - - - 40,000 " 10 10 -		
	Ditto - - - - 60,000 " 15 15 -		
	Ditto - - - - 80,000 " 21 - -		
	Ditto - - - - 100,000 " 26 5 -	581	7,350 - -
Manufactures of Tobacco and Snuff - - - -	Quantity manufactured, exceeding 100,000 " 31 10 -		
	Beginners, with a surcharge according to quantity manufactured - - - - 5 5 -		
	Sellers of strong beer in quantities not less than 4½ gallons, or two dozen reputed quart bottles - 3 6 1¼	5,337	17,651 - 2
Beer Dealers - - - -	Sellers of strong beer to retail; not to be consumed on the premises - - - - 1 2 -½	3,190	3,515 2 10

INLAND REVENUE—EXCISE—*continued.*

NAME of TAX or IMPOST.	RATE of TAX or IMPOST.	Quantities Taxed.	Total Gross Sum Produced.
	£. s. d.	Number.	£. s. d.
License Duties— <i>continued</i> —viz.:	Publicans whose premises are rated under 20 l. per annum in England and Ireland	42,179	46,484 15 5
	Publicans rated at 20 l. or upwards	42,228	139,660 6 3
	Publicans' occasional licenses to sell off the premises, per day	18,307	2,847 10 -
	Retailers of beer not to be drunk on the premises in England and Wales	3,216	3,544 6 -
	Retailers of beer to be drunk on the premises	47,775	158,005 17 2
	Retailers of beer, occasional licenses to sell off the premises, per day	1,875	128 11 -
	Retailers of oyster or perry only	367	404 9 3
	Retailers of beer rated under 10 l., in Scotland	296	740 - -
	Retailers of beer rated at 10 l. or upwards	255	1,071 - -
	Retailers of table beer only	2,836	709 - -
Beer Retailers - - -	Dealers in spirits, to sell not less than two gallons	5,479	57,529 10 -
	Dealers in spirits, to retail foreign liqueurs	5	10 10 -
	Dealers in spirits, to retail spirits, not less than one quart bottle	2,505	7,890 15 -
	England and Ireland:		
	Retailers of spirits whose premises are rated—		
	Under 10 l. - - - - -	2 4 1	
	At 10 l. and under 20 l. - - -	4 8 2½	
	20 l. " 25 l. - - -	6 12 3½	
	25 l. " 30 l. - - -	7 14 4	
	30 l. " 40 l. - - -	8 16 4½	
Spirit Dealers - - -	40 l. " 50 l. - - -	9 18 5½	
	50 l. or upwards - - -	11 - 6	
	Scotland only:		
	Retailers of spirits whose premises are rated—		
	Under 10 l. - - - - -	4 4 -	
	At 10 l. and under 20 l. - - -	5 5 -	
	20 l. " 25 l. - - -	9 9 -	
	25 l. " 30 l. - - -	10 10 -	
	30 l. " 40 l. - - -	11 11 -	
	40 l. " 50 l. - - -	12 12 -	
Spirit Retailers - - -	50 l. or upwards - - -	13 13 -	
	Ireland only:		
	Retailers of spirits being licensed to sell tea, coffee, &c., whose premises are rated—		
	Under 25 l. - - - - -	9 18 5½	
	At 25 l. and under 30 l. - - -	11 - 6	
	30 l. " 40 l. - - -	12 2 6½	
	40 l. " 50 l. - - -	13 4 7	
	50 l. or upwards - - -	14 6 7½	
	Distillers of Spirits - - -	141	1,480 10 -
	Rectifiers of Spirits - - -	166	1,743 - -
Makers of Methylated Spirits	- - - - -	8	84 - -
Retailers of Methylated Spirits	- - - - - 2l. 2s. or - 10 -	925	464 2 -
Wine Dealers - - -	Dealers in foreign wine, not licensed to retail beer or spirits	3,246	34,083 - -
	Dealers in foreign wine, licensed to retail beer but not spirits	74	326 5 9
	Dealers in foreign wine, licensed to retail beer and spirits	42,362	93,372 18 2
	Scotland only:		
	Grocers selling wine not to be consumed on the premises, having the justices' certificate to retail beer but not spirits	19	83 15 6
	Grocers selling wine not to be consumed on the premises, having the justices' certificate to retail spirits only	-	
	Grocers selling wine not to be consumed on the premises, having the justices' certificate to retail beer and spirits	1,972	4,346 12 4

INLAND REVENUE—EXCISE—continued.

NAME OF TAX OR IMPOST.	RATE OF TAX OR IMPOST.	Quantities Taxed.	Total Gross Sum Produced.
License Duties—continued—viz.:	England and Ireland:		
	Refreshment-housekeepers selling wine to be consumed on the premises—	Number.	£. s. d.
	If rated under 50 <i>l.</i> - - - - -	1,890	5,953 10 -
	If rated at 50 <i>l.</i> or upwards - - - - -	719	3,774 15 -
Wine Dealers - - -	Occasional licenses to sell off the premises, per day - - - - -	257	15 16 -
	Retailers of wine not to be consumed on the premises—		
	If rated under 50 <i>l.</i> - - - - -	1,921	4,034 2 -
	If rated at 50 <i>l.</i> or upwards - - - - -	637	2,006 11 -
Refreshment Houses - -	Keepers of refreshment houses rated under 30 <i>l.</i> - - - - -	2,797	1,468 8 6
	Keepers of refreshment houses rated at 30 <i>l.</i> or upwards - - - - -	3,386	3,555 6 -
Passage Vessels - - -	For sale of liquors and tobacco - - - - -	362	380 2 -
Tea and Coffee Dealers -	Rated at 8 <i>l.</i> or upwards - - - - -	104,798	69,591 8 6
	Rated under 8 <i>l.</i> - - - - -	72,914	
	- - - - -	279,716	73,425 9 -
Dealers in Tobacco -	Occasional, to sell off the entered premises, per day - - - - -	2,211	51 17 8
Papermakers - - -	- - - - -	399	1,675 16 -
Soapmakers - - -	- - - - -	299	1,255 16 -
Roasters of Malt - -	- - - - -	20	400 - -
Dealers in Roasted Malt	- - - - -	13	130 - -
Dealers in Sweets - -	To sell not less than 2 gallons - - - - -	123	645 15 -
Retailers of Sweets -	- - - - -	10,656	11,743 15 11
Vinegar Makers - -	- - - - -	66	346 10 -
Post Horses - - -	Great Britain: various rates, from 5 <i>l.</i> and upwards - - - - -	10,695	139,089 8 6
	Ireland - - - - -	1,968	
	To carry not more than eight persons - - - - -	2,629	6,532 7 -
	To carry a greater number - - - - -		
Stage Carriages - - -	Supplementary: to carry not more than eight persons - - - - -	7,029	340 11 -
	To carry a greater number - - - - -		
Hackney Carriages - -	Occasional: various rates from 3 <i>s.</i> per day - - - - -	10,322	2,970 11 6
	London only - - - - -	5,774	5,774 - -
Hawkers and Pedlars -	Great Britain: various rates from 2 <i>l.</i> per annum upwards - - - - -	17,779	44,746 - 8
	Ireland: various rates from 2 <i>l.</i> 2 <i>s.</i> per annum upwards - - - - -		
Appraisers and House Agents	- - - - -	3,906	7,812 - -
Auctioneers - - -	- - - - -	5,164	51,640 - -
Pawnbrokers - - -	In London, 15 <i>l.</i> ; elsewhere - - - - -	3,875	32,715 - -
Dealers in Plate - -	To sell 2 oz. gold, or 30 oz. silver, and upwards - - - - -	8,862	27,496 10 -
	To sell 2 dwts. of gold, or more than 5 dwts. of silver; and under 2 oz. gold, and 30 oz. silver - - - - -		
Makers of Playing Cards	- - - - -	16	16 - -
Sellers of Playing Cards	- - - - -	8,529	1,066 2 6
Medicine Vendors - -	In London and Edinburgh - - - - -		
	Other cities, boroughs, or towns corporate in Great Britain - - - - -	11,963	6,650 - -
	Elsewhere in Great Britain - - - - -		
To kill Game - - -	3 <i>l.</i> for whole year; 2 <i>l.</i> for six months; game-keepers, yearly - - - - -	54,386	150,940 - -
To deal in Game - -	- - - - -	2,260	4,520 - -
Makers of Stills - -	Scotland and Ireland - - - - -	19	9 19 6
Chemists and others using Stills	- - - - -	830	415 - -
Race-horses - - -	Great Britain: each horse - - - - -	2,406	9,263 2 -
Dogs - - -	Great Britain: each dog - - - - -	1,465,949	366,487 5 -
	Amount of licenses granted for periods less than a year (various) - - - - -		47,780 12 9
	Amount of surcharges (various) - - - - -		35,721 - 3
TOTAL - - - - -		£.	21,323,848 12 - 1

Note.—The License Duty imposed on dogs, per Act 30 Vict. c. 5, terminates on 31st December in each year; the number of licenses granted between 1st April and 31st December 1867 was 828,320, and the gross sum produced, £. 207,080.

INLAND REVENUE—continued.

STAMPS.

NAME of TAX or IMPOST.	RATE of TAX or IMPOST.	Quantities Taxed.	Total Gross Sum Produced.
		Number.	£. s. d.
Deeds and other Instruments not otherwise enumerated.	Various rates of duty - - - - -	- - -	1,620,426 19 4 ³ / ₄
Probates of Wills, Letters of Administration, and Testamentary Inventories.	Where the deceased's estate is above the value of 100 <i>l.</i> and under the value of 1,000,000 <i>l.</i> a stamp duty from 2 <i>l.</i> to 13,500 <i>l.</i> , and where the estate shall amount to 1,000,000 <i>l.</i> or upwards, then for every 100,000 <i>l.</i> an additional stamp duty of 1,500 <i>l.</i> -	41,106	1,771,832 8 8
Letters of Administration without a Will.	Where the estate is under the value of 1,000,000 <i>l.</i> a stamp duty from 3 <i>l.</i> to 20,250 <i>l.</i> , and 2,250 <i>l.</i> additional for every 100,000 <i>l.</i> of the whole value of the estate - - - - -		
Bills of Exchange :			
Inland - - - - -	From 1 <i>d.</i> to 2 <i>l.</i> for any sum not exceeding 4,000 <i>l.</i> ; and where the same shall exceed 4,000 <i>l.</i> , then for every 1,000 <i>l.</i> , or part thereof, 10 <i>s.</i> - - -	6,106,435	389,449 15 7
Foreign - - - - -	From 1 <i>d.</i> to 5 <i>s.</i> for sums not exceeding 500 <i>l.</i> , and 1 <i>s.</i> for every 100 <i>l.</i> , or part thereof, beyond 500 <i>l.</i> ; but if drawn in sets of three or more, then for every bill of each set from 1 <i>d.</i> to 13 <i>s.</i> 4 <i>d.</i> for any sum not exceeding 4,000 <i>l.</i> , and where it shall exceed 4,000 <i>l.</i> , then for every 1,000 <i>l.</i> , or part thereof, 3 <i>s.</i> 4 <i>d.</i> - - - - -	2,670,546	314,610 10 7
Bankers' Notes - - - - -	Not exceeding 1 <i>l.</i> 1 <i>s.</i> , 5 <i>d.</i> ; exceeding 1 <i>l.</i> 1 <i>s.</i> , and not exceeding 100 <i>l.</i> , from 10 <i>d.</i> to 8 <i>s.</i> 6 <i>d.</i> for payment of money to bearer on demand - - -	20,825	1,356 5 -
Composition for Duties on Bills and Notes.	Bank of England, 3,500 <i>l.</i> on each 1,000,000 <i>l.</i> of bills in circulation ; Bank of Ireland, special composition ; other bankers, 3 <i>s.</i> 6 <i>d.</i> per 100 <i>l.</i> of bills, &c. (half-yearly) - - - - -	- - -	127,269 1 -
Receipts, Drafts, and other Documents.	One penny - - - - -	140,871,429	586,964 5 9
Marine Insurances - - - - -	For every 100 <i>l.</i> or fraction of 100 <i>l.</i> insured ; upon any voyage, 3 <i>d.</i> ; for time, not exceeding six months, 3 <i>d.</i> ; not exceeding 12 months, 6 <i>d.</i> -	No account kept of the number of stamps -	168,264 12 4
Licenses and Certificates, viz. : -	Attorneys, &c. : London, Edinburgh, and Dublin, 9 <i>l.</i> yearly ; elsewhere, 6 <i>l.</i> yearly. Half only for the first three years of being in practice - -	13,448	89,595 - -
	Bankers: 30 <i>l.</i> yearly - - - - -	1,148	34,440 - -
	Conveyancers : London and Dublin, 9 <i>l.</i> yearly ; elsewhere, 6 <i>l.</i> yearly. Half only for the first three years of being in practice - - - - -	74	526 10 -
	Marriage : issued by superintendent registrars, 10 <i>s.</i>	8,206	4,103 - -
	Drivers of metropolitan public carriages, 5 <i>s.</i> - -	13,066	3,266 10 -

INLAND REVENUE—STAMPS—continued.

NAME of TAX or IMPOST.	RATE of TAX or IMPOST.	Quantities Taxed.	Total Gross Sum Produced.
		<i>Number.</i>	<i>£. s. d.</i>
Newspapers for transmission by Post.	1 <i>d.</i> for each newspaper, and supplements, $\frac{1}{2}$ <i>d.</i> each -	27,892,769	120,225 - 7 $\frac{1}{2}$
Medicines - - - - -	Where the packet, box, &c. is of the price or value of 1 <i>s.</i> or more, a stamp duty from 1 $\frac{1}{2}$ <i>d.</i> to 1 <i>l.</i> - }	8,060,754	62,556 8 9
		Amount of Property on which Duty was Paid.	
Legacies and Successions - -	From 1 per cent. to 10 per cent., according to the relationship - - - - - }	£. 123,212,720	2,894,380 14 11
		Value of Property Insured.	
Fire Insurances - - - - -	For every 100 <i>l.</i> insured for a year, or fractional part of 100 <i>l.</i> , duty 1 <i>s.</i> 6 <i>d.</i> per annum - - - }	£. 1,364,807,000	1,023,605 15 11 $\frac{1}{2}$
		<i>Number.</i>	
Cards - - - - -	For every pack of playing cards made for sale or use in the United Kingdom, 3 <i>d.</i> - - - - }	748,324	9,354 1 -
Probate Court Fee Stamps - -	Various <i>ad valorem</i> rates fixed by Court of Probate, from 3 <i>d.</i> to 10 <i>l.</i> - - - - }	389,265	188,828 9 11
Gold and Silver Plate - - -	For every ounce made in Great Britain or Ireland, gold, 17 <i>s.</i> per oz.; silver, 1 <i>s.</i> 6 <i>d.</i> - - - }	- - -	68,979 1 8
Divorce and Matrimonial Causes Fee Stamps (England).	Various rates from 6 <i>d.</i> to 1 <i>l.</i> - - - - -	12,778	2,565 - -
Admiralty Court Fee Stamps -	Various rates of duty, from 1 <i>s.</i> to 5 <i>l.</i> - - - - -	25,956	11,091 15 -
Patents for Inventions - - -	Rates from 2 <i>d.</i> to 100 <i>l.</i> , according to the nature of the instrument - - - - }	101,363	117,892 - -
Companies' Registration Fee Stamps	Various rates of duty, from 6 <i>d.</i> to 20 <i>l.</i> - - - - -	14,746	7,703 5 -
Record of Title Fee Stamps (Ireland).	Various rates of duty, from 1 <i>s.</i> to 1 <i>l.</i> - - - - -	362	73 12 6
Land Registry Fee Stamps (England).	Various rates from 4 <i>d.</i> to 5 <i>l.</i> - - - - -	4,147	1,265 15 -
Common Law Court Fee Stamps -	Various rates from 1 <i>d.</i> to 5 <i>l.</i> - - - - -	741,061	113,769 2 -
Law Fund (Ireland) - - - -	From 4 <i>d.</i> to 1 <i>l.</i> - - - - -	92,029	9,376 7 2
Chancery Fund (Ireland) - -	From 9 $\frac{1}{4}$ <i>d.</i> to 4 <i>l.</i> 11 <i>s.</i> - - - - -	23,660	6,042 8 - $\frac{1}{2}$
Judgments Registry Fund (Ireland)	From 4 <i>d.</i> to 1 <i>l.</i> - - - - -	11,880	3,199 13 -
Civil Bill Fund (Ireland) - -	From 6 <i>d.</i> to 2 <i>s.</i> 6 <i>d.</i> - - - - -	567,436	15,113 15 6
Registration of Deeds Fee Stamps (Ireland).	From 3 <i>d.</i> to 10 <i>l.</i> - - - - -	51,235	11,883 - 7
Chancery Fee Fund Stamps -	From 1 <i>d.</i> to 10 <i>l.</i> - - - - -	44,278	7,563 4 -
TOTAL - - - £.			9,757,578 8 11 $\frac{1}{2}$

INLAND REVENUE—continued.

TAXES.

NAME OF TAX OR IMPOST.	RATE OF TAX OR IMPOST.	Quantities Taxed.	Total Gross Sum Produced.
LAND TAX:			
On Lands and Tenements	Various; not exceeding 4 s. in the £. to produce the quota payable by each parish under the provisions of the Acts 38 Geo. 3, c. 5 & c. 60	- - -	£. s. d. 1,106,695 4 7½
On Offices and Pensions	At 1 s. and 6 d. in the £.	- - -	19 16 -
ASSESSED TAXES:			
		<i>Annual Value.</i>	
		£.	
Schedule (B) Inhabited Houses	Shops and warehouses - - - - 6 d. in the £. Beershops - - - - - 6 d. " Farm-houses - - - - - 6 d. " Dwelling-houses - - - - - 9 d. "	7,581,407 2,935,343 615,736 21,655,285	1,068,084 4 3½
		<i>Number.</i>	
Schedule (C) Male Servants	Eighteen years of age and upwards - - 1 l. 1 s. per ann. Under 18 years of age - - - - 10 s. 6 d. " Under gardeners - - - - 10 s. 6 d. " Under gamekeepers - - - - 10 s. 6 d. "	172,914 85,881 10,833 4,308	
Schedule (D) Carriages	With four wheels, drawn by two or more horses or mules - - - - } 3 l. 10 s. "	31,821	383,291 4 4
	With four wheels, let for hire, without horses - - - - 1 l. 15 s. "	415	
	With four wheels, drawn by one horse or mule - - - - - } 2 l. "	68,607	
	With four wheels, let for hire, without horses - - - - 1 l. "	509	
	With four wheels of less diameter than 30 inches, drawn by two or more ponies or mules not exceeding 13 hands - - - - } 1 l. 15 s. "	1,045	
	With four wheels of less diameter than 30 inches, let for hire without horses - - - - } 17 s. 6 d. "	11	
	With four wheels, drawn by one pony or mule - - - - - } 1 l. "	13,881	
	With four wheels, let for hire without horses - - - - 10 s. "	33	
	With less than four wheels, drawn by two or more horses or mules - - - - } 2 l. "	281	
	With less than four wheels, let for hire without horses - - - - - } 1 l. "	6	
	With less than four wheels, drawn by one horse or mule - - - - - } 15 s. "	151,390	
	With less than four wheels, let for hire without horses - - - - - } 7 s. 6 d. "	413	
	With less than four wheels, drawn by one pony or mule not exceeding 13 hands - - - - } 10 s. "	31,771	
	With less than four wheels, let for hire without horses - - - - - } 5 s. "	3	
	Used by common carriers, having four wheels - - - - 2 l. 6 s. 8 d. "	2,534	
	Used by common carriers, having less than four wheels - - - - - } 1 l. 6 s. 8 d. "	4,388	
Schedules (E) and (F) Horses and Mules	Exceeding 13 hands, used for riding and drawing carriages, chargeable with duty - - - - } 1 l. 1 s. "	194,958	412,202 - 3
	Kept by farmers - - - - - 10 s. 6 d. "	125,369	
	Kept by bailiffs, shepherds, or herdsmen - - - - 10 s. 6 d. "	4,088	
	Kept by rectors, vicars, or curates - - - - 10 s. 6 d. "	4,406	
	Kept by Roman Catholic priests or Dissenting ministers - - - - - } 10 s. 6 d. "	537	
	Kept by physicians, surgeons, and apothecaries - - - - - } 10 s. 6 d. "	3,574	
	Used in trade - - - - - 10 s. 6 d. "	217,405	
	Used by common carriers - - - - 10 s. 6 d. "	13,655	
	Under 13 hands, used for riding and drawing carriages, chargeable with duty - - - - } 10 s. 6 d. "	63,418	
	Under 13 hands, used in trade - - - - 5 s. 3 d. "	24,300	

INLAND REVENUE—TAXES—continued.

NAME of TAX or IMPOST.	RATE of TAX or IMPOST.		Quantities Taxed.	Total Gross Sum Produced.		
ASSESSED TAXES— <i>contd.</i>			Number.	£.	s.	d.
Schedule (G) Dogs -	Packs of hounds, consisting of 66 or more	23 l. 2 s. per ann.	91	191,771	14	-
	Packs of greyhounds, consisting of 15 or more	5 l. 5 s. "	30			
	Other descriptions of dogs	7 s. "	438,834			
Schedule (H) Horse-dealers -	Carrying on business within the bills of mortality	27 l. 10 s. "	59	16,444	4	-
	Other horse dealers	13 l. 15 s. "	1,145			
Schedule (I) Hair Powder -	Using or wearing hair powder	1 l. 3 s. 6 d. "	847	933	-	-
Schedule (K) Armorial Bearings -	Persons assessed for any carriage at the rate of 3 l. 10 s.	2 l. 12 s. 9 d. "	15,435	64,515	-	9
	Other persons	13 s. 2 d. "	42,106			
			On Incomes of £.100 a Year and upwards.	Amount of Property and Income Assessed.		
INCOME TAX:				£.		
Schedule (A) - - -	In respect of lands, tenements, &c.	5 d. in the £.	125,070,065	6,287,079	12	5½
In respect of the occupation of lands:						
Schedule (B) - - -	England	2½ d. "	28,688,855			
	Scotland and Ireland	1½ d. "	6,787,264			
	In respect of nurseries and market gardens	5 d. "	70,733			
	In respect of composition for tithes and tithes leased	1¾ d. "	2,320			
Schedule (C) - - -	In respect of annuities, dividends, &c.	5 d. "	33,640,440	158,052,628		
Schedule (D)* - - -	In respect of professions, trades, employments, railways, mines, ironworks, &c.	5 d. "	158,052,628			
Schedule (E) - - -	In respect of public offices	5 d. "	21,686,108			
TOTAL - - -			£.	9,752,561	4	8

Note.—The Duty of Assessed Taxes in respect of Schedule G (Dogs) reduced to the foregoing rates for Dogs kept within the year ending 5th April 1867, and repealed per Act 30 Vict. c. 5. Excise Dog License imposed in lieu thereof from 5th April 1867, per above-named Act. The amounts given in the Return of Taxes as the "Quantities Taxed" are in respect of the assessment for the year ended 5th April 1867. The "Total Gross Sum Produced" arises partly from the assessment for that year, and partly from the assessment for the year ended 5th April 1868.

* The assessments on Railways, Mines, Ironworks, &c., transferred from Schedule (A) to Schedule (D), per Act 29 Vict. c. 36.

AGGREGATE AMOUNT of REVENUE of the INLAND REVENUE DEPARTMENT.

	Years ending 31st March					
	1866.		1867.		1868.	
	£.	s. d.	£.	s. d.	£.	s. d.
EXCISE - - - - -	20,778,842	- 11½	21,514,131	6 8½	21,323,848	12 -½
STAMPS - - - - -	9,847,196	1 1	9,601,104	10 8½	9,737,573	8 11½
TAXES - - - - -	9,843,449	6 9½	9,238,214	5 2½	9,752,561	4 8
TOTAL - - -	£. 40,469,487	8 9¾	40,353,450	2 7½	40,813,983	5 7¾

Inland Revenue Office, Somerset House, }
18 August 1868.

Thomas Stair, Ass^t. Acct^t. and Cont^r. Gen^l.

POST OFFICE.

NAME of TAX or IMPOST.	RATE of TAX or IMPOST.					Total Gross Sum produced in Year ending 31st March 1868.
Postage - - -	The Rates of Postage vary according to the weight of the letters, or book packets, or samples conveyed. They also vary according to whether they are classed as home, foreign, or colonial, and whether they are sent prepaid, or unpaid, or insufficiently paid.					£. s. d. 4,385,573 13 9
Commission on Money Orders - - -		Not exceeding £. 2.	Above £. 2 and not exceeding £. 5.	Above £. 5 and not exceeding £. 7.	Above £. 7 and not exceeding £. 10.	173,388 8 11
		s. d.	s. d.	s. d.	s. d.	
	Inland Rates - - - -	- 3	- 6	- 9	1 -	
	Alexandria, Bahia, Buenos Ayres, Constantinople, Gibraltar, Malta, Monte Video, Pernambuco, and Rio de Janiero.	- 9	1 6	2 3	3 -	
	Other Foreign and Colonial Money Order Offices.	1 -	2 -	3 0	4 -	
TOTAL - - - £						4,558,962 2 8

AGGREGATE AMOUNTS of the two previous Years ended 31st March 1867.

Postage - - - - -	£. s. d. 8,546,368 8 8
Commission on Money Orders - - - - -	327,088 11 11
TOTAL - - - £.	8,873,452 - 7
Deduct amount received in 1866 - - - - -	4,361,878 7 5
Amount received in 1867 - - - - - £.	4,511,573 13 2

Note.—The gross sum produced represents the gross revenue collected by the Post Office after deducting returned letters, and is exclusive of receipts by the Inland Revenue Office for Impressed Stamps on Newspapers.

The Revenue for the year ended 31st March 1868 would have been greater by 46,185*l.* 11*s.* 6*d.*, but for the cessation of the Vote for Postage of Public Departments.

General Post Office,

7 August 1868.

Geo. Chetwynd,

Receiver and Accountant General.

AGGREGATE AMOUNT OF REVENUE.

	1866.	1867.	1868.
	£.	£.	£.
CUSTOMS - - - -	21,356,723	22,355,859	22,808,140
EXCISE - - - -	20,778,842	21,514,131	21,323,849
STAMPS - - - -	9,847,196	9,601,105	9,737,573
TAXES - - - -	9,843,449	9,238,214	9,752,561
POST OFFICE - - -	4,361,878	4,511,574	4,558,962
TOTAL - - £	66,188,088	67,220,883	68,181,085

TAXES AND IMPOSTS.

RETURN of RATES of all TAXES and IMPOSTS
from which the IMPERIAL REVENUE of the
UNITED KINGDOM was raised, together with the
Gross Amount yielded by each Tax or Impost,
showing the Total Gross Revenue in the Year
ending 31 March 1868; and, of the Aggregate
Amount of REVENUE for the Two previous Years.

(*Mr. Bazley.*)

*Ordered, by The House of Commons, to be Printed,
25 July 1868.*

TEA LICENCES.

RETURN to an Order of the Honourable The House of Commons, dated 9 July 1868;—for,

RETURN “ of the Number of PERSONS LICENSED to Sell TEA, and the RATE paid by each in the UNITED KINGDOM, for the Year ending the 31st day of March 1867, and the Year ending the 31st day of March 1868, and the Amount of REVENUE received therefrom; distinguishing *England, Scotland, and Ireland.*”

Number of Licenses to sell Tea issued in the Years ended 31st March 1867 and 1868.										
	Whole Year.		Quarterly.			Whole Year.		Quarterly.		Amount of Revenue received therefrom.
	At 11 s. 6½ d.	Three Quarters of Year, at 8 s. 7½ d.	Half Year, at 5 s. 9¼ d.	Quarter of Year, at 2 s. 10½ d.	At 2 s. 6 d.	Three Quarters of Year, at 1 s. 10½ d.	Half Year, at 1 s. 3 d.	Quarter of Year, at 7¼ d.		
Year 1867:										
ENGLAND	-	-	-	-	-	-	-	-	-	£. s. d. 54,784 1 6½
SCOTLAND	-	-	-	-	-	-	-	-	-	7,778 10 9½
IRELAND	-	-	-	-	-	-	-	-	-	7,932 18 7¼
UNITED KINGDOM	-	-	-	-	-	-	-	-	-	70,495 10 11½
Year 1868:										
ENGLAND	-	-	-	-	-	-	-	-	-	£. s. d. 57,281 17 -½
SCOTLAND	-	-	-	-	-	-	-	-	-	7,970 5 3¼
IRELAND	-	-	-	-	-	-	-	-	-	8,190 18 5½
UNITED KINGDOM	-	-	-	-	-	-	-	-	-	73,443 - 9½

Fred. Gripper,
Accountant and Comptroller General.

Inland Revenue Office, 15 July 1868.

TEA LICENCES.

RETURN of the Number of PERSONS LICENSED
to sell Tea, and the RATS paid by each in the
UNITED KINGDOM for the Year ending 31
March 1867, and the Year ending 31 March
1868, and the Amount of REVENUE received
therefrom; distinguishing *England, Scotland,*
and *Ireland.*

(*Mr. Lusk.*)

Ordered, by The House of Commons, to be Printed,
18 July 1868.

202. Mr. Sandham's Report on
the proposal for transmitting
the Telegraph to the Post
Office.

8^{vo} See Vol. second
Nos. 36, 40, 41, octavo portions.



ELECTRIC TELEGRAPHS.

RETURN to an Order of the Honourable the House of Commons,
dated 21 April 1868:—*for*,

RETURNS “of the Names of all RAILWAY COMPANIES in the UNITED KINGDOM which construct or use ELECTRIC TELEGRAPHS as part of their Undertaking:”

“Of the Number of Miles of TELEGRAPH both authorised and constructed, and of the Number of STATIONS and Places communicating with such TELEGRAPHS:”

“And, of the Places of Connection, and the Length of each SUBMARINE TELEGRAPH connected with any Place in the UNITED KINGDOM.”

Board of Trade,
July 1868.

T. H. FARRER.

(*Mr. Ayrton.*)

Ordered, by The House of Commons, to be Printed,
10 July 1868.

RETURNS of the Names of all RAILWAY COMPANIES in the UNITED KINGDOM which construct or use ELECTRIC TELEGRAPHS as part of their Undertaking; of the Number of MILES of TELEGRAPH both authorised and constructed, and of the Number of STATIONS and Places communicating with such TELEGRAPHS; and of the Places of Connection, and the Length of each SUBMARINE TELEGRAPH connected with any Place in the UNITED KINGDOM.

1.—RETURNS BY RAILWAY COMPANIES.

NOTE.—In cases where the number of Stations and length of wire returned by the Railway Companies are also returned by the Telegraph Companies, the figures representing the same are printed in *Italics* and excluded from the Totals by Railway Companies.

NAME OF RAILWAY COMPANY.	Number of Telegraph Stations or Places from which Messages are sent.	Length of Telegraph.				Submarine Telegraph Cables connected with any Place in the United Kingdom.				REMARKS.	
		Used for the Public, or for the Purposes of the Railway jointly.	Number of Miles Authorized.	Number of Posts and of Underground Lines Constructed.		Number of Miles of Wire.	Description.		Number of Miles in Length.		Number of Miles of Wire.
				Used for the Public, or for the Purposes of the Railway jointly.	Used for the Public, or for the Purposes of the Railway jointly.						
ENGLAND AND WALES:											
Blyth and Tyne	-	-	19½	-	-	26	-	-	-	-	-
Brecon and Merthyr Tydfil Junction	9	21	93	-	-	94	95	-	-	-	-
Bristol and Exeter:	4½	-	-	75½	-	45½	151	The lengths of wires here given belong by purchase to the Railway Company, but are worked by the Electric and International Telegraph Company. The Railway Company do not transmit messages for the public, except at certain minor stations, and in such cases only as for and on behalf of the Telegraph Company.			
Bristol to Exeter	-	-	-	4	-	8	8				
Yatton to Clevedon	-	-	-	1½	-	6	3				
Weston-super-Mare Branch	-	-	-	19	-	49	38				
Durston to Yeovil	-	-	-	13	-	43	26				
Chard Junction to Chard	-	-	-	3½	-	3½	-				
Ditto - - to Durston	-	-	-	2	-	4	-				
Taunton to Chard Junction	-	-	-	2	-	2	-				
Ditto - to Watchet Junction	-	-	-	13	-	43	26				
Watchet to - ditto	-	-	-	5	-	20	10				
Tiverton Junction to Tiverton	-	-	-	1	-	4	-				
Yeovil to Pew Mill	-	-	-	1½	-	4½	3				
Bristol and Portishead	-	-	-	9½	-	10	20	-	-	-	Two wires, or about 20 miles of wire, are used for block signalling.
Bristol and Portishead Pier and Railway.	4	-	9½	-	-	-	-	-	-	-	For the Company's use only.
Bristol Port Railway and Pier	-	3	5½	-	5½	-	11½	-	-	-	19 miles are used for the block system.
Carmarthen and Cardigan	-	-	49	49	-	21	19	-	-	-	Telegraph not used for public messages.
Carmarvonshire	-	3	-	-	17½	-	17½	-	-	-	

[illegible]

1.—RETURNS BY RAILWAY COMPANIES—continued.

NOTE.—In cases where the numbers of stations and length of wire returned by the Railway Companies are also returned by the Telegraph Companies, the figures representing the same are printed in *Italics* and excluded from the Totals by Railway Companies.

NAME OF RAILWAY COMPANY.	Number of Telegraph Stations or Places from which Messages are sent.		Length of Telegraph.				Submarine Telegraph Cables connected with any Place in the United Kingdom.				REMARKS.		
	Used for the Public, or for the Purposes of the Railway jointly.		Number of Miles Authorised.	Number of Miles of Posts and of Underground Lines Constructed.		Number of Miles of Wire.		Description.		Number of Miles in Length.		Number of Miles of Wire.	
				Used for the Public, or for the Purposes of the Railway jointly.	Used for the Public, or for the Purposes of the Railway only.	Used for the Public, or for the Purposes of the Railway jointly.	Used for the Purposes of the Railway only.						
									From.	To.			
ENGLAND AND WALES—continued.													
London and North Western	-	-	-	-	-	-	-	-	-	-	-	-	The 665 miles of wire are attached to the Telegraph Company's posts, and are used exclusively for the purpose of signalling the trains. All other wires on this railway are worked by or on account of the Telegraph Company, whether for railway or public purposes.
London and South Western	99	19	477	-	1,296	-	-	-	-	-	-	-	The 250 miles are the Property of the Electric and International Telegraph Company.
	21	-	-	-	1,414	-	-	-	-	-	-	-	The number of stations and length of wires given in <i>italics</i> are the property of the Electric Telegraph Company, and included in their return.
	-	-	-	-	*189	-	-	-	-	-	-	-	*Two wires belonging to the Admiralty.
London, Brighton, and South Coast	104	-	283½	-	664½	216	-	-	-	-	-	-	These figures exclude 184½ miles of wires worked by this company, but which belong to the Electric and International Telegraph Company.
London, Chatham, and Dover	50	-	139½	-	652	-	-	-	-	-	-	-	If the telegraph lines were not used for public messages, about 150 miles of wire might be absolutely dispensed with. The remainder would be required for the railway service, although from the greater part of the wires being available for both public and railway messages, it by no means follows that the public message service could be conducted on the 150 miles of wire exclusively. The telegraph is the exclusive property of this Company.
Londonderry (Seabam to Sunderland)	1	1	6	-	24	-	-	-	-	-	-	-	

1.—RETURNS BY RAILWAY COMPANIES—continued.

NOTE.—In cases where the number of stations and length of wire returned by the Railway Companies are also returned by the Telegraph Companies, the figures representing the same are printed in *Italics* and excluded from the Totals by Railway Companies.

NAME OF RAILWAY COMPANY.	Number of Telegraph Stations or Places from which Messages are sent.		Length of Telegraph.				Submarine Telegraph Cables connected with any Place in the United Kingdom.				REMARKS.			
			Number of Posts and of Underground Lines Constructed.	Number of Miles of Wire.										
	Used for the Public, or for the Purposes of the Railway jointly.	Used for the Public, or for the Purposes of the Railway jointly.		Used for the Public, or for the Purposes of the Railway jointly.	Used for the Public, or for the Purposes of the Railway jointly.	Used for the Public, or for the Purposes of the Railway jointly.	Description.		Number of Miles in Length.	Number of Miles of Wire.				
			From									To		
ENGLAND AND WALES—continued.														
Oldham, Ashton-under-Lyne, and Guide Bridge Junction.	-	4	-	-	6	-	-	11½	-	-	-	-	-	Public messages can be sent over 37 miles of wire, but the Company's messages take precedence. The telegraph is worked by the London and South Western Railway Company.
Pembroke and Tenby	4	-	15½	15½	-	-	31	-	-	-	-	-	-	
Preston and Wyre	6	-	-	29	-	-	97	14	-	-	-	-	-	
Seaton and Beer	3	-	-	4½	-	-	-	8½	-	-	-	-	-	
Sirhowy	5	-	15½	14½	-	-	14½	-	-	-	-	-	-	These wires are the property of the South Devon Railway Company; the wires belonging to the Electric Telegraph Company are carried on the same poles; the whole of the wires, poles, &c., are maintained by the Electric Telegraph Company.
Somerset and Dorset	19	4	66	66	-	-	66	-	-	-	-	-	-	
South Devon	22	8	114½	114½	-	-	306	-	-	-	-	-	-	
South Eastern	*113	252	348½	351½	-	-	1,421	437	-	-	-	-	-	* Only 78 of these stations exceed 100 public messages a year. The ratio of public service messages at these stations is about one to five. There are 706 telegraph instruments used for the Railway Company's service only, and 181 for the Company's service and the public jointly.
Stamford and Essendine	-	-	4	-	4	-	-	4	-	-	-	-	-	The telegraph is used for the working of the line.
Swansea Vale	-	-	-	-	-	-	-	-	-	-	-	-	-	

Public messages can be sent over 97 miles of wire, but the Company's messages take precedence.

The telegraph is worked by the London and South Western Railway Company.

These wires are the property of the South Devon Railway Company; the wires belonging to the Electric Telegraph Company are carried on the same poles; the whole of the wires, poles, &c., are maintained by the Electric Telegraph Company.

* Only 78 of these stations exceed 100 public messages a year. The ratio of public service messages at these stations is about one to five. There are 706 telegraph instruments used for the Railway Company's service only, and 181 for the Company's service and the public jointly.

The telegraph is used for the working of the line.

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1.—RETURNS BY RAILWAY COMPANIES—continued.

NAME OF RAILWAY COMPANY.	Number of Telegraph Stations or places from which Messages are sent.	Length of Telegraph.				Submarine Telegraph Cables connected with any Place in the United Kingdom.				R E M A R K S.	
		Number of Miles of Posts and of Underground Lines Constructed.		Number of Miles of Wire.		Description.		Number of Miles in Length.	Number of Miles of Wire.		
		Used for the Public, or for the Public and the Purposes of the Railway jointly.	Used for the Public, or for the Public and the Purposes of the Railway only.	Used for the Public, or for the Public and the Purposes of the Railway jointly.	Used for the Public, or for the Public and the Purposes of the Railway only.						
IRELAND :											
Belfast and County Down	2	6	44½	44½	-	47½	-	-	-	-	Exclusive of wires belonging to the British and Irish Magnetic Telegraph Company.
Belfast, Holywood and Bangor	4	-	12½	-	12½	4½	-	-	-	-	
Belfast and Northern Counties : Cookstown Branch	3	-	29	-	29	-	-	-	-	-	The British and Irish Magnetic Telegraph Company are the owners of the wires on all the other portions of the line, and they use the wires on the Cookstown branch for public messages.
Cork and Bandon	-	-	-	-	-	-	-	-	-	-	The British and Irish Magnetic Telegraph Company have one wire 20 miles in length. The Railway Company pay for all their messages.
Cork and Macroom Direct	-	-	-	-	-	-	-	-	-	-	The Telegraph, which is primarily applicable to the business of the Railway Company, has been erected and maintained by the Electric Telegraph Company.
Cork, Blackrock, and Passage	-	-	-	-	-	-	-	-	-	-	The Electric and International Telegraph Company have a single wire, 6 miles 25 chains in length, exclusively worked by them.
Dublin and Belfast Junction	3	3	-	56	-	112	-	-	-	-	The British and Irish Magnetic Telegraph Company erected the Telegraph on this line, and gave the Railway Company the use of the two wires for their local purposes.

[illegible]

2.—RETURNS BY TELEGRAPH COMPANIES.

[illegible]

This Company was formed to work Bonelli's principle of printing from type. Acts of Parliament were obtained with special powers. These Acts also permitted the use of any other system besides Bonelli's. A line of 15 wires was erected between Manchester and Liverpool, and the system tried for some months successfully. It was intended to extend the line generally throughout the kingdom, but up to this time the capital has not been obtained.

A considerable part of the Telegraphs of this Company are erected upon Railways, in nearly all of which cases a portion of the wires are used partly for Railway purposes and partly for the Company's message traffic, under special agreements with the Railway Companies, and in nearly all cases the wires for Railway purposes are worked by the staff of this Company.

This Company had a submarine cable between Portland, Guernsey, Jersey, and Alderney, but it has been broken and out of use for some years.

Company	Length	Weight	Material	Notes
Bonelli	none	none	none	
British and Irish Magnetic Telegraph Company (Limited).	510	4,696	18,964	Portpatrick (Scotland). Killantringham Bay (Scotland). Donaghadee (Ireland). Whitehead (north side of Belfast Lough, Ireland).
Channel Islands Telegraph	none	none	none	
Electric and International Telegraph Company.	1,386	10,007	49,619	Dunwick (Sussex). Lowestoft (Suffolk). Abornawr (Pembrokeshire). Blackhead (Wigtown). Zandvoort (Holland). Zandvoort (Holland). Greenore Point (Wexford). Whitehead (Antrim).
London and Provincial Telegraph Company (Limited).	82	163	654	Across Waterford Harbour, near Duncannon. Granton - Ditto - Tayport - Ditto - New Holland - Hurst Castle - Kingswear - Across Milford Haven, near Pembroke.

*These figures are excluded from the total of submarine cables, being included in that of the land lines.

In addition to the 82 public stations herein referred to, the Company provide private Telegraphs for connecting places of business, fire brigade stations, barracks, the Post Office district offices, &c. &c.

2.—RETURNS BY TELEGRAPH COMPANIES—continued.

NAME OF COMPANY.	Number of Telegraph Stations or Places from which Messages are sent.	Length of Telegraph.			Submarine Telegraph Cables connected with any Place in the United Kingdom.			R E M A R K S.	
		Number of Miles Authorised.	Number of Miles of Posts and of Underground Lines Constructed and used.	Number of Miles of Wire.	Description.		Number of Miles in Length.		Number of Miles of Wire.
					From	To			
Poole, Bournemouth, and South Coast Printing Telegraph Com- pany (Limited).	2	6	6	6	—	—	—	—	
Reuter's Telegram Company (Li- mited).	All stations of the Electric and International Telegraph Com- pany.	—	—	—	Lowestoft	Norderney (Han- over.)	256 (4 wires)	1,204	
South Western of Ireland Telegraph Company (Limited).	5	—	84½	177¾	—	—	—	—	
Submarine Telegraph Company	London, Dover, and all stations of the British and Irish Mag- netic Telegraph Company.	—	—	—	Dover	Calais	24	96	
		—	—	—	Folkestone	Boulogne	25	150	
		—	—	—	Beachy Head	Dieppe	78	468	
		—	—	—	Dover	La Panne	60	240	
		—	—	—	Ramsgate	Ostend	70	420	
		—	—	—	Jersey	Prou	30	30	
					Norden to Bremen (4 wires) - - - - - 425				
					Bremen to Hamburg (2 wires) - - - - - 187				
					Bremen to Hanover (1 wire) - - - - - 78				
					Bremen to Berlin (1 wire) - - - - - 230				
					TOTAL - - - - - 920				
No portion of this Company's Telegraph is constructed along the line of any railway.									
} With France.									
} With Belgium.									

ABSTRACT of the TOTALS given in the foregoing TABLES of the Number of TELEGRAPH STATIONS and Length of ELECTRIC TELEGRAPHS belonging to RAILWAY and TELEGRAPH COMPANIES respectively in the UNITED KINGDOM, and of the Length of SUBMARINE TELEGRAPHS connected with Places in the UNITED KINGDOM.

	Number of Telegraph Stations or Places from which Messages are sent.		Length of Telegraph.					Submarine Telegraph Cables connected with any Place in the United Kingdom.		REMARKS.	
			Number of Miles of Wire.								
	Used for the Public, or for the Public and the Purposes of the Railway jointly.	Used for the Purposes of the Railway only.	Number of Miles Authorized. *	Number of Miles and of Underground Lines Constructed.		Used for the Public, or for the Public and the Purposes of the Railway jointly.	Used for the Purposes of the Railway only.	Number of Miles in Length.	Number of Miles of Wire.		
				Used for the Public, or for the Public and the Purposes of the Railway jointly.	Used for the Purposes of the Railway only.						
RETURNS BY RAILWAY COMPANIES:											
IN ENGLAND AND WALES	904	717	-	-	3,153	184½	7,355½	4,279½	-	-	These totals are <i>exclusive</i> of the number of stations and the length of wires returned by railway companies printed in the body of the return in <i>italics</i> , the same information being returned by the telegraph companies and in- cluded in their total.
IN SCOTLAND	270	-	-	-	1,997	-	2,898½	508½	7	24	
IN IRELAND	52	21	-	-	421½	100½	769½	186½	-	-	
RETURNS BY TELEGRAPH COM- PANIES:											
IN THE UNITED KINGDOM	2,155	-	-	-	16,879½	-	79,646½	-	4,688½	8,122½	
TOTAL by RAILWAY and TELEGRAPH COMPANIES in the UNITED KINGDOM	3,381	738	*	*	21,751	285	90,668	4,969½	4,695½	8,146½	
Average Number of Wires per Mile.							4·16		Average Number of Wires per Mile.		1·73

* The powers conferred upon Companies for the construction of telegraphs are almost invariably of a general nature, and do not limit the length of telegraph.

ELECTRIC TELEGRAPHS.

RETURNS of the NAMES of all RAILWAY COMPANIES in the UNITED KINGDOM which construct or use Electric TELEGRAPHS as part of their Undertaking; of the Number of MILES of TELEGRAPH, both authorised and constructed, and of the Number of STATIONS and PLACES communicating with such TELEGRAPHS; and, of the PLACES of Connection, and the Length of each SUBMARINE TELEGRAPH connected with any Place in the UNITED KINGDOM.

(*Mr. Ayrton.*)

*Ordered, by The House of Commons, to be Printed,
10 July 1868.*

ELECTRIC TELEGRAPHS BILL.

RETURN to an Order of the Honourable The House of Commons,
dated 14 May 1868;—*for*,

COPY “of further CORRESPONDENCE between the Treasury and the
Postmaster General relating to the ELECTRIC TELEGRAPHS BILL.”

Treasury Chambers, }
14 May 1868. }

G. SCLATER-BOOTH.

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords,

General Post-office, 14 May 1868.

YOUR Lordships are probably aware that a pamphlet has been published entitled “The Government and the Telegraphs,” which professes to be a “Statement of the case of the Electric and International Telegraph Company against the Government Bill for acquiring the Telegraphs.”

Understanding it to be the wish of the Chancellor of the Exchequer that a reply should be prepared to the statements advanced in the pamphlet, I have caused this to be done; and I transmit herewith, for the consideration of your Lordships, a copy of the reply which Mr. Scudamore has prepared.

The Lords Commissioners of the
Treasury.

I have, &c.
(signed) *Montrose*.

FOR THE POSTMASTER GENERAL.

A PAMPHLET professing to be a “Statement of the Case of the Electric and International Telegraph Company, against the Government Bill for acquiring the Telegraphs,” has been extensively circulated since the introduction of the Bill, and has received much notice from the Press.

Some of the statements in this pamphlet appeared to require a reply, and I now submit the following for your Grace’s consideration.

I must premise that I am by no means certain that the pamphlet can fairly be regarded as an official statement of the Company’s case, or as proceeding from the chairman of the company, to whom it has, by some, been ascribed.

It has neither date nor signature; it was not forwarded to this department by the company; the spirit in which it is written differs widely from the courteous and conciliatory spirit in which Mr. Grimston and his colleagues met the representatives of this department immediately after the issue of the pamphlet; and lastly, it contains inaccurate statements of matters with respect to which Mr. Grimston and the officers of the company over which he presides must be accurately informed.

I propose for your Grace’s convenience to print the leading statements and arguments of the pamphlet, and my replies thereto, in parallel columns; and I think that the first statement which I shall select will go far to strengthen the doubt which I have raised.

STATEMENT.

On the 15th November 1867, a notice appeared in the “London Gazette” that, in the course of the ensuing Session the Government would apply to Parliament for a Private Bill, for the purpose of obtaining powers “to purchase and acquire the whole, or such part or parts of the Electric Telegraphs, as the Postmaster General may see fit.” This notice bore the signature of Mr. W. H. Ashurst, the solicitor to the Post Office.

The Electric and International Telegraph Company immediately made application to
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On the 26th November, Mr. Weaver, the Secretary of the Electric and International Telegraph Company applied to me, by order of his directors, for a copy of the Bill. I informed him in reply, by letter of the 27th November, that the Bill was not completed, and added, “that should there be any point on which he would require information without delay, I should be glad, if he would call upon me, to give him all the assistance in my power.” In acknowledging the receipt of my letter on the 28th November, he observed, “I also beg to thank you for your
A polite

STATEMENT.

the Post Office and the Treasury for a copy of this Bill, and they were promised it the moment it was printed. No such copy, however, made its appearance; and, at length, the period passed at which Private Bills have to be deposited, in compliance with the Standing Orders, without any such Bill being forthcoming. It was natural for the Company and their shareholders to conclude that, under such circumstances, their property was safe from Parliamentary interference for, at least, another twelvemonth.

Suddenly, however, on Wednesday, the 1st of April 1868, the new Chancellor of the Exchequer, Mr. Ward Hunt, appeared at the table of the House of Commons to move for leave to introduce one of those anomalous measures known in Parliamentary phraseology as "hybrid" Bills (*i.e.*, Public Bills affecting private rights), "to enable Her Majesty's Postmaster General to acquire, work, and maintain Electric Telegraphs." Such a measure was not altogether within the scope of the notice in the "London Gazette;" hence, probably, the peculiarity attending its introduction. In the interest of the public, it is very doubtful how far measures of this "hybrid" character ought to be encouraged. They are a clear evasion of the rules of Parliament made for the protection of private rights and interests; and, as measures of this sort may be introduced without any legal notice, and may contain any description of provision, parties concerned are liable to be taken by surprise, and to find their interests compromised before they are even aware such measures are intended.

In the autumn of last year Mr. Grimston issued a memorandum, in which he stated his objections to what he conceived to be the Government plan. In the report which I prepared for your Grace in February last, I pointed out that Mr. Grimston had been under the erroneous impression that the details of the plan were embodied in a paper which was read by Mr. Chadwick to the Society of Arts, and had thus been led to occupy himself with propositions which had never been made. Your Grace will remember that at the interview to which I have referred, I informed Mr. Grimston of his error. I mention this because the author of the pamphlet has imported into it the leading statements of Mr. Grimston's memorandum (*vide* pages 1, 37, 38, 55, 56, 57, 58, and 65 of the pamphlet), to which, as I replied to them all in my report of February last, I do not propose to make further reference here.

Nor will it be necessary for me to reply to those portions of the pamphlet in which exception is taken to the form of the Bill. The author of the pamphlet contends that the Bill gives the Postmaster General power to purchase the property of one company; and then, by competing with the rest, to lower the value of their property. But he forgets that the Bill also gives the Companies the power to compel the Postmaster General to purchase the property of all at any time within 12 months from the time at which he may purchase the property of one.

It is, therefore, in their power to prevent the Postmaster General from competing with them. The Bill, in fact, gives them power to compel the Postmaster General to buy; the author of the pamphlet argues that it should have given the Postmaster General power to compel them to sell, but no one who reads the pamphlet will for a moment suppose that its author would have approved of a compulsory Bill.

Be this as it may, the reports of the Post Office show, and the Companies are well aware, that the Government desire to purchase the property of all the companies as speedily as may be, for the purpose of redistributing it in the manner

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polite offer to give me any information and assistance in your power in anticipation of a copy of the Bill, and if my directors approve of my doing so, I shall have great pleasure in waiting on you." He did not, however, either personally or by letter, seek any further information from me.

On the 4th March, Mr. Grimston, the Chairman of the Company, had an interview with the Chancellor of the Exchequer and your Grace. The Bill was not even then quite complete, but the Chancellor of the Exchequer explained its chief provisions to Mr. Grimston, who appeared fully to understand them, and to expect that the Bill would be brought in by motion. Indeed he concluded his remarks by pressing the Chancellor of the Exchequer to fix an early day for its introduction.

It cannot be said, therefore, that the Electric and International Telegraph Company were "taken by surprise," or that their interests were compromised without their being aware that such measures were intended."

It has been authoritatively decided that the Bill is within the scope of the notice.

The author of the pamphlet appears, therefore, to be imperfectly acquainted with the practice of Parliament, and with the proceedings of the Electric Telegraph Company.

manner best suited to the wants of the country, and do not desire either to waste capital by setting up a new telegraphic plant side by side with that which already exists, or to waste revenue by a competition which, for a time at least, would be as disastrous to the Government as to the Companies.

Great stress is laid on the clause which provides that the arbitrator shall be appointed by the Board of Trade. It would be easy to show that no unfairness is intended by or involved in this proposition, but the point is one to which your Grace and the Chancellor of the Exchequer attach no importance, and I presume you will be ready to agree that the arbitrator or umpire shall be appointed in some one or other of the modes more commonly in use.

Before proceeding to consider in detail the remaining portions of the pamphlet, I would remind your Grace that the Chambers of Commerce, and the various public writers by whom the Bill has been promoted, have concurred in the following general propositions :—

1st. That the existing charges for the transmission of messages are too high, and tend to check the growth of telegraphic correspondence.

2nd. That under the existing system there is often delay in the transmission of messages.

3rd. That many important districts are unprovided with facilities for telegraphic communication.

4th. That in many places which are provided with some facilities for telegraphic communication, the telegraph office is inconveniently remote from the centre of business and population, and open for too small a portion of the day.

5th. That little or no improvement can be expected so long as the working of the telegraph is conducted by commercial establishments striving chiefly to earn a dividend, and engaged in a wasteful competition with each other.

6th. That under the existing system the development of telegraphic correspondence in the United Kingdom has been retarded.

7th. That the growth of such correspondence has been greatly stimulated in Belgium and Switzerland by the annexation of the telegraphs to the post offices of those countries, and the consequent adoption of a low scale of charges.

8th. That in this country like results would follow the adoption of like means, and that from the annexation of the English telegraphs to the English Post Office there would accrue great advantage to the public, and ultimately a large revenue to the State.

In the following passages, which for convenience of reply I have brought together from different parts of the pamphlet, these propositions are disputed : but I hope in my reply to show that one and all can be maintained :—

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Since the commencement of the discussion of this question, great stress has been laid by the Government officials on the cheapness of certain continental rates, especially those of Belgium and Switzerland, in comparison with those of the United Kingdom.

This position was made the basis of the Chancellor of the Exchequer's argument in the House of Commons when he moved for leave to introduce his Bill :—

"In 1860," he said, "the proportion of telegrams to letters in Belgium was 1 to 218; in Switzerland, 1 to 84; in the United Kingdom, 1 to 296.

"In 1863, in Belgium it was 1 to 114; in Switzerland, 1 to 74; in the United Kingdom, 1 to 197.

"In 1866, in Belgium it was 1 to 37; Switzerland, 1 to 69; United Kingdom, 1 to 121.

"The great increase in the number of telegrams in Belgium, between 1860 and 1863, is to be attributed to the reduction of the tariff from one franc and a half to one franc; and in 1866, when there was a further reduction to half a franc, the number

REPLY.

Even if the facts of the case were what the author of the pamphlet supposes them to be, the case for the Bill would be in no way weakened. It does not rest solely, or even in a great part, upon a comparison of the proportions of telegrams to letters in different countries.

The assumptions of the pamphlet, however, are not borne out by facts, and the comparison to which it takes exception does really hold good.

On reference to page 28 of the Postmaster General's Tenth Annual Report, that is the Report for the year 1863, which was written and printed two years before the Post Office took the acquisition of the telegraphs into consideration, it will be seen that 15 per cent. only of the letters posted in London were supposed to contain printed enclosures. There are good reasons for believing that fewer circulars pass as letters now than in 1863, but I am content to rest on the estimate which was then made, because it cannot be supposed to have been made with a view to my present purpose.

I am also content to suppose that the letters posted in the country contain as large a proportion

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of telegrams rose in proportion to 1 in 37; in Switzerland to 1 in 69."

In the first place, it may be observed, upon the above argument, that the theory upon which it is constructed is entirely fallacious. No fair comparison whatever can be drawn from figures which show "the proportion of telegrams to letters." What are the "letters" of the United Kingdom to which our telegrams are proportioned by the Chancellor of the Exchequer?

Every one knows that a system has grown up in this commercial country of distributing, by means of the Post, millions upon millions of tradesmen's circulars. Every one knows that, for every "letter" he receives in England, at least, a dozen "circulars." These circulars, so profitable to and so much encouraged by the Post Office, embrace not only tradesmen's addresses of every kind, but appeals for charities, drapers' patterns, samples, valentines, and in fact every sort of miscellaneous matter that can be put into circulation. In Belgium and Switzerland the system which has here become so common, and which strikes many persons as so great a nuisance, is comparatively unknown.

It is, therefore, entirely fallacious to base any calculations on the proportions of "letters" passing through the posts of the respective countries, unless you can eliminate from our English Post all the circulars, samples, and patterns that are circulated through it. If this could be done, it is probable that the telegrams in England would be found to bear a much larger proportion to the number of letters than in either Belgium or Switzerland.—[Pages 31 to 33 of *Pamphlet*.]

Sufficient as this answer may be considered to the argument, there are other and even more forcible reasons for concluding that the basis of the Government calculation is erroneous. If, for example, we look at the area and population of the three countries, we find that telegraphy bears very different relative proportions.

The

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a proportion of printed enclosures, as is contained in the letters posted in London, though this is obviously a most extravagant supposition. It is hardly necessary, however, to separate valentines from the general correspondence, of which they may perhaps be about the five-hundredth part. Nor is it at all likely, that since the establishment of the Pattern Post, any appreciable number of patterns have been sent in letters.

The proportion of circulars to letters, then, in the United Kingdom, instead of being in the ratio of 12 circulars to 1 letter, is really in the ratio of 1 circular to 7 letters. I will assume that no circulars are sent as letters in Belgium or Switzerland, and I will deduct 15 per cent. on account of circulars from the letters of the United Kingdom. The following table will show that the deduction does not sensibly affect the Chancellor of the Exchequer's statement.

Proportion of Telegrams to Letters.

YEAR.	In United Kingdom.				In	
	Before deducting Circulars.		After deducting Circulars.		Belgium.	In Switzerland.
	Tel.	Let.	Tel.	Let.	Tel.	Let.
1860 -	1	to 296	1	to 251	1	to 218
1863 -	1	to 197	1	to 161	1	to 114
1866 -	1	to 121	1	to 103	1	to 37
					1	to 69

It is quite clear, therefore, that the elimination of the circulars from the correspondence, will not affect the Chancellor of the Exchequer's statement, or make the proportion of telegrams to letters in England approach nearly to the like proportions in Belgium and Switzerland. It will be equally clear, too, to any one who will reflect on the point, that the circulars should not be eliminated. All are supposed to have their uses, and many are especially useful and interesting. A printed letter may be as valuable as a letter in manuscript, nor does a letter necessarily lose its value through being sent to a thousand persons instead of to one. The half-yearly reports of the Electric and International Telegraph Company are circulars, and no one will deny that for many years they have been full of interest for the shareholders. Lastly, it must not be forgotten, that in Belgium circulars are sent by telegraph. I do not doubt that the establishment of a national system here will lead to a like result.

There is some confusion in this statement of the number of the messages transmitted in the three countries. The figures which purport to give the numbers of Belgian and Swiss messages are taken apparently from the published reports of the Belgian and Swiss telegraphic administrations for the year 1866, but in the case of Belgium

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The United Kingdom, having an area of 122,000 square miles, the number of our messages to a square mile is - - 51

Belgium, having an area of 11,313 square miles, the number of its messages to a square mile is - - - - 61

Switzerland, having an area of 15,233 square miles, the number of its messages to a square mile is - - - - 44

Great Britain, therefore, stands in remarkable proportion to other countries, considering its very much greater area. And the comparison is rendered the more effective and remarkable when we consider that the proportion of messages applies equally to the much larger population of our country.

The United Kingdom, with 29,500,000 inhabitants, has annually - - - 6,127,000 telegraphic messages.

Proportion—nearly one-fifth.

Belgium, having - - 5,000,000 inhabitants, has annually - - - 692,536 telegraphic messages.

Proportion—nearly one-seventh.

Switzerland, having - - 2,534,000 inhabitants, has annually - - - 668,916 telegraphic messages.

Proportion—slightly over one-fourth.

Looking, therefore, to the respective populations and area of the United Kingdom, Belgium and Switzerland, the United Kingdom cannot be said to be below the scale of those countries in respect to telegraphy, although her rates are double those now demanded in Switzerland and Belgium.

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Belgium the author has taken inland messages only, whilst in the case of Switzerland he has taken inland transit and international messages, and by so doing has, so far as Switzerland is concerned, weakened his own argument.

I do not know whether he has intended to give the number of English messages for the year 1866, or for the year 1867. If for the latter year, he has been comparing English messages of 1867 with Belgian and Swiss messages of 1866. If for the former year, his figures do not agree with those which the Companies themselves have furnished either to the Board of Trade or to this department, and which are as follows:

By the Electric and International Telegraph Company	- - - 3,150,149
By the British and Irish Magnetic	- - - 1,520,640
By the South Eastern Railway	- - - 103,386
By the London and Brighton Railway	- - - 73,139
By the London District Company	- - - 214,496
By the United Kingdom Company	- - - 720,179
	5,781,189

The total of the numbers furnished by the companies falls short by more than 200,000 of the number of messages given by the author of the pamphlet. This, however, is of little consequence because, even if his figures were absolutely accurate, they would not support the argument which he has sought to base upon them. He shows that the area of the United Kingdom being eleven times as great as the area of Belgium we send nearly as many messages as are sent in Belgium, and he argues therefrom that we cannot be said to rank below Belgium in the amount of telegraphic correspondence. He altogether overlooks the fact that the greater the area the greater should be the ratio of telegraphic correspondence. The superiority of the telegraph over the post increases with distance, and, other things being equal, the use made by the public of the telegraph will depend pretty much upon the amount of time which they expect to save thereby.

The following passage from my report of July 1866, will show that I pointed out this very obvious truth even when it did not suit the purpose of my argument. I then wrote, "it is stated by the Committee of the Edinburgh Chamber of Commerce, that in the year 1859 there was an aggregate transmission of 5,000,000 telegrams in the United States. If this statement be correct, the proportion of telegrams to letters must have been very much higher in the United States than it is in the United Kingdom now. Considering the great extent of the United States, however, and the marked advantage which the telegraph has over the post in that

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REPLY.

that country, I do not attach much importance to this circumstance."

The figures quoted by the author of the pamphlet lead irresistibly to a conclusion directly opposite to that which he has drawn. The proportion of telegrams to area ought to be much higher in the United Kingdom than in Belgium and Switzerland, and would be higher if the rates here were as they are in those countries.

In 1864, when the Belgian and Swiss inland rates were equal, the proportion of messages to area (there being no great difference in the area of the two countries) was nearly the same in both countries, but in 1866, when the Belgian rate was only half the Swiss rate, the proportion of telegrams to area was much higher in Belgium than in Switzerland.

Nor has the author of the pamphlet any better warrant for the inference which he draws from his comparison of telegrams to population.

In contending that, because the proportion of telegrams to population is somewhat higher in the United Kingdom than in Belgium, the development of telegraphic correspondence in this country must be considered satisfactory, he assumes that the popular desire for communication is no stronger in the United Kingdom than it is in Belgium. This assumption is erroneous.

In Belgium, in the year 1866, there were five inland letters for each head of the population; in the United Kingdom, in the same year, there were 25 inland letters for each head of the population; thus the popular desire for the means of communication by post was, in the year 1866, five times greater in the United Kingdom than in Belgium.

In Belgium, in the year 1866, there was 5-7ths of a telegram to every five persons, and in the same year there should have been in the United Kingdom, if its correspondence by telegraph had been proportionate to its correspondence by post, 34th inland telegrams to every five persons. There was, however, but one telegram of all kinds to every five persons.

The telegraph is after all but a quicker post; the telegram is nothing but a condensed letter, and, other things being equal, the nation which most freely uses the post will also most freely use the telegraph.

It is worthy of observation that ours is the only European country in which the telegraphs are not a monopoly in the hands of the Government; and it is also worthy of observation that, under a system of free competition, we have made more progress, and have arrived at a higher standard of excellence in telegraphy than any country in the world. The United Kingdom and the United States, the only two countries in which the telegraphs are committed to private enterprise, show a consideration for the convenience and advantage of the commercial

The first paragraph of this statement is so little in accordance with the facts, with the experience of the public, and more especially with the periodical reports of the Electric and International Telegraph Company, that I cannot suppose it to have been made by the authority of that Company.

STATEMENT.

REPLY.

mercial public, which is without parallel elsewhere.

Let us test this point by considering what have been the reductions of rates made, from time to time, by the Electric and International Telegraph Company, for the advantage of the public.

At the commencement of telegraphic enterprise, the rates for a message of 20 words were fixed at 1*d.* per mile for 50 miles, $\frac{1}{2}$ *d.* per mile for 100 miles, and $\frac{1}{4}$ *d.* per mile for a distance of more than 100 miles, addresses being counted.

As early as March, 1850, the maximum charge was reduced to 10*s.*, and in the following year it was further reduced to 8*s.* 6*d.*

In November 1851, the charge for 100 miles was reduced to 2*s.* 6*d.*, over 100 miles, 5*s.*

In May and June 1854, various reductions were made, and the charge for addresses was discontinued; thus practically lengthening the message to 30 words.

In August 1855, the tariff was fixed as follows:—

	<i>s.</i>	<i>d.</i>
For 50 miles - - -	1	6
„ 100 „ - - -	2	-
„ 150 „ - - -	3	-
Beyond 150 - - -	4	-
Dublin (Marine Cable) -	5	-

In January 1861, the charge for London messages of 20 words was reduced to 6*d.*; and in April 1861, the charge for all places within short distances was fixed at 1*s.*

In February 1862, the following reduced scale was adopted:—

	<i>s.</i>	<i>d.</i>
For 25 miles - - -	1	-
„ 50 „ - - -	1	6
„ 100 „ - - -	2	-
„ 200 „ - - -	2	6
„ 300 „ - - -	3	-
„ 400 „ - - -	4	-
Beyond 400 - - -	5	-

This scale, it will be observed, gave the public the benefit of the improvements, already referred to (page 10), as made in telegraphic communication over long lengths, the experiments on which had proved so costly to the company.

I say nothing of the charges in the early years of telegraphic enterprise. The novelty of the undertaking rendered caution necessary; but in the year 1853 the undertaking was no longer novel. The author of the pamphlet gives the Electric and International Telegraph Company credit for charging in that year no more than 5*s.* for distances exceeding 100 miles, and no more than 2*s.* 6*d.* for shorter distances. In that year the Swiss uniform charge of 10*d.* was in operation.

In 1861 the United Kingdom Telegraph Company commenced business with an uniform rate of 1*s.*, and the Electric and International Telegraph Company adopted a like charge for messages between all places in which the United Kingdom Company had stations, and continued this course until the United Kingdom Company were compelled to raise their rate.

I have already shown that in Switzerland the uniform charge of 10*d.* came into operation in 1853. In France in the year 1862, uniform charges of 10*d.* for messages within a Department, and 1*s.* 8*d.* for messages from one department to another came into operation. In Belgium at the close of 1862, the uniform charge of 10*d.* came into operation. The following short extracts from the reports of the Electric and International Telegraph Company, will show what the views of the company then were, with regard to competition and to reduction of rate:—

“Your directors have reluctantly been compelled to appear in Parliament in opposition to the attempt of the United Kingdom Company to obtain (under guise of a defunct company) power to construct telegraphs over public roads and streets throughout the United Kingdom, on the patents of Mr. Thomas Allen, which patents the promoters have since admitted in their petition to the House did not appear practically to be of any value. The opposition was successful, and the Bill was rejected by the Committee. Your directors will continue to watch the further proceedings of this Company, and to take such steps as may be necessary.”—*Report of 22 July 1861.*

“Allusion has already been made to the shilling tariff introduced by the new company.

CORRESPONDENCE RELATING TO THE

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pany. This, on the long circuits, has proved, as predicted, a failure, and all the companies competing at these rates are suffering a daily loss. How long this loss is to continue does not depend on your board. It is certainly less onerous to you than to others, and the directors are in hopes that in time wiser counsels will prevail, and that a fair and moderate remuneration, in proportion to the service performed, may ultimately be secured. This unnecessary sacrifice has not, however, deterred your directors from pursuing the policy on which they have for years acted, of affording to the public such judicious alterations of tariff as the circumstances of the company warrant them in introducing. A general reduction to all places of considerable traffic within a circle of 300 miles has therefore been determined on."—*Report of 28 January 1862.*

"It will be remembered that, in the last half year's report, the directors announced their intention of making a general reduction of tariff to all places of considerable traffic within an area of 300 miles. This reduction took effect on the 1st of February, and although, as anticipated, the diminished charge has not yet been compensated by increased business, the sacrifice has been less than could reasonably have been expected. In addition to this, the loss on the long circuits to Liverpool, Manchester, &c., from the shilling tariff introduced by the United Kingdom Telegraph Company, has continued unabated during the half year, and the ordinary revenue has thereby been diminished to the extent of many thousand pounds."—*Report of 29 July 1862.*

"It is probably within the knowledge of the proprietors that, after a trial of four years, the experiment of establishing a uniform shilling rate, irrespective of distance, has not justified its continuance.

"Your directors concurred in the policy of revising the rates, and the pressure of the exceptional tariff being removed, they availed themselves of the opportunity to effect a general revision of their inland charges."—*Report of July 1863.*

The United Kingdom Company may, with perfect justice, take credit for having brought about a reduction of rates in this country, but the Electric and International Company can hardly be said to have lent their rivals a cordial co-operation in the work. Be this as it may, it is certain that the introduction of low rates was commenced at an earlier date, and has been carried on more systematically by Governments having a monopoly of telegraphic enterprise, than by the commercial companies of the United Kingdom.

In March 1864, the maximum charge to Scotland was reduced to 3 s. for 20 words.

In August 1864, another reduction in the rates was adopted:—

			s.	d.
For	50 miles	-	-	1
"	100 "	-	-	2
"	200 "	-	-	2
"	300 "	-	-	6
"	and over	-	3	-

And in July 1865, the scale was adopted which

The statement on the other side of the present scale of charges is incomplete, as it omits the fact that the charge for a message between Great Britain and Ireland is, but with few exceptions, no less than 4 s. The following statement gives the present continental rates.

In France the rates are—
 For a message going from one to } 1 franc
 another part of the same de- } per 20
 partment - - - - } words.
 For

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which is now in operation, and which is simply :—

	s.	d.
Within London and other towns - - - - -	6	
For 100 miles - - - - -	1	
„ 200 „ - - - - -	1	6
Beyond 200 „ - - - - -	2	

The Company have thus given the public the advantage of lower rates, with every successive improvement in telegraphy, and with every material increase of business.

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For a message from any place in any department to any place in any other department without regard to distance - } 2 francs per 20 words.

It is supposed that at no distant date these rates will be reduced to half a franc and a franc respectively.

In Prussia the rates are—

For a distance not exceeding } About 6 d.
about 65 English miles - } per 20 words.

For a distance exceeding 65 } About 1 s.
miles and not exceeding 230 } per
miles about - - - } 20 words.

For distances exceeding 230 } About
miles - - - - - } 1s. 6d. per
- - - - - } 20 words.

In Belgium and Switzerland the rate is uniformly half a franc for 20 words.

In the Netherlands the rate has been, since the beginning of this year 63 centimes.

The following Table will serve to illustrate this part of the subject :

COUNTRY.	Greatest Distance over which a Message can be transmitted.	Charge for a Message of 20 Words over greatest Distance.	Corresponding Charges in Great Britain for a like Distance.
		s. d.	s. d.
France - -	About 600 miles -	1 8	2 -
Prussia - -	About 500 „ -	1 6	2 -
Belgium - -	About 160 „ -	- 5	1 6
Switzerland -	About 200 „ -	- 5	1 6

Are the existing rates too high? Mr. Ward Hunt contrasts the shilling rate of the English Companies with the half franc rate of Belgium and Switzerland. But it is very observable that he does not propose to reduce the shilling rate of England to the half franc rate of Belgium and Switzerland.

Mr. Ward Hunt appears to be of opinion (though he does not distinctly say so) that the existing rates of the Telegraph Companies are too high. Upon this point it is proper to notice that the present tariff was fixed by Parliament itself. A Committee of the House of Lords, presided over by the Earl of Devon, closely inquired into the question of rates, and fixed them as they now stand, refusing to adopt an uniform rate. But as to their rates, the Electric and International Telegraph Company point to the fact that they have never been behindhand in reducing charges.

The Reports from this department and the Bill contemplate a maximum charge of 1 s., and if the Bill becomes law, it will be in the power of the Government, either at first, or at any future time, to impose a lower rate, if circumstances warrant the reduction.

There can be no doubt that the Telegraph Companies have a right to charge what they please, but that the Government can afford to be content with lower rates.

It is idle to say that the present tariff was fixed by Parliament. The Committee to which the author of the pamphlet refers imposed on the United Kingdom Company a maximum tariff of 1 s. for 100 miles, and 2 s. for greater distances, but left that company free to try, as indeed it did try for four years, a lower and uniform rate. And I presume that under the Telegraph Act of 1863 it is open to any person or persons who can construct a Telegraphic system to carry messages for a penny or a farthing if they

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The Government measure sets out by declaring:—

“Whereas the means of communication by electric telegraphs within the United Kingdom of Great Britain and Ireland are insufficient, and many important districts are without any such means of communication.”

The Electric and International Telegraph Company absolutely and emphatically dispute the truth of this preamble, and take issue on it boldly.

There are five Telegraph Companies in the United Kingdom:—

“The British and Irish Magnetic Telegraph Company,” which communicates throughout Great Britain and Ireland, and between those countries,

“The United Kingdom Electric Telegraph Company,” which communicates throughout England and Scotland,

“The Submarine Telegraph Company,” which communicates between London and the Continent,

“The London (formerly called the District) Telegraph Company,” which confines its operations to the Metropolis; and

“The Electric and International Telegraph Company,” which performs both Home and Continental service, and has connection with every telegraph station in the world.

For its own part, as well as for that of the other Companies, the Electric and International Telegraph Company deny that “many important districts are without any such means of communication.” They challenge the Government to prove that issue.

The Electric and International Telegraph Company alone has

- 1,300 telegraph stations in Great Britain and Ireland.
- 10,000 miles of line.
- 50,000 miles of telegraphic wire.
- 8,000 sets of instruments.
- 3,000 skilled persons in its employ.
- 3 continental cables under its control.

It defies the Government to show a single important place that is “without the means of telegraphic communication.” Among the last places to which wires were extended were the fishing village of Beer, on the coast of Devon, and the inconsiderable bathing place of Hayling, on the coast of Hants.

From the Land's End to John O'Groats's house, and from Lowestoft to Holyhead, the wires of the Electric Telegraph Company communicate with every town and place of importance in the United Kingdom. The Company have, also, a network of telegraphs in Ireland, which includes all the chief towns, the communication between the islands being twofold, by means of a submarine cable from the coast of Wales to the South of Ireland, and by another cable from the coast of Scotland to the North.

The

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be so minded. Nor will the passing of the Government Bill take away this right.

The question, here turns upon the meaning attached to the words “insufficient” and “accommodation.” Can a place be said to have sufficient telegraphic accommodation when it is distant four or five miles from the telegraph station, or when that station is open but at intervals throughout the day, or when the messages received at that station are sent out for delivery by chance messengers only? In the Appendix to my first report, I gave a detailed statement of the amount of telegraphic accommodation given or not given to a large number of places with a population of 2,000 persons and upwards in England and Wales. In the belief that since this statement was prepared in June 1866, some improvements may have taken place, I have obtained information to the present date, and will now give some further illustrations of the deficiencies of the existing system.

I will begin with some of the large towns.

LIVERPOOL.

The district of Liverpool may be regarded as a semicircle with a radius of five miles. The river forms the chord of the semicircle, and all the telegraphic offices are on or very near to the chord, the principal of them being clustered together in the centre of the chord. The district is thickly studded with money-order offices which have been placed so as to suit the requirements of the population. Twelve of these money-order offices are at a distance of from one to two miles from the nearest telegraphic station, and the population served by them must, to a great extent, be outside the telegraphic free delivery. Three are from two to three miles and three are from four to five miles from the nearest telegraphic station. The population served by these offices must be altogether outside the telegraphic free delivery.

MANCHESTER.

The Manchester district may be regarded as a circle with a radius of five miles. The principal telegraph stations are in the centre of the circle, but there are two stations on the boundary and two at about four miles from the centre. These four stations are at opposite quarters of the circle. This arrangement would appear to promise a better accommodation than that which is afforded to Liverpool, nevertheless 17 money-order offices are from one to two miles, eight from two to three miles, and three from three to four miles distant from the nearest telegraph station.

EDINBURGH.

In the Edinburgh district all the telegraphic stations with the exception of one at Granton Harbour, one at Leith, and one at Portobello, are in a circle with a radius of from half to three-quarters of a mile. No comment, therefore, is necessary to show that the greater part of the population, and especially the population of the southern suburbs, must be out of the telegraphic free delivery

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The interests of the competing companies compel them, in fact, to strain every effort to obtain business. The Electric and International Telegraph Company has made steady and continuous progress as regards the extension of its wires and the addition to the number of its stations. It has endeavoured to leave no place unoccupied to which there is the slightest prospect of conveying wires with advantage. Whenever "working expenses" have been met, the Electric and International Company have always been inclined to make extensions and establish telegraphic offices, without respect to the numerical population of the small towns or villages in which telegraphs were so established. Very frequently the company has opened stations in districts where there appeared no great probability of obtaining business, upon the representation of neighbouring gentlemen and residents that they desired to have a telegraph. There have actually been cases of offices opened in places where the average return has not amounted to more than 10 *d.* or 1 *s.* per week, and where, after a six or 12 months' trial, the stations have had to be closed in consequence of the absence or infrequency of messages. To allege, therefore, that "many important districts of the United Kingdom are without any means of telegraphic communication," is an absolute misrepresentation of fact.—[*Pages 4 to 7 of Pamphlet.*]

In the course of last autumn the Electric and International Telegraph Company caused lists to be prepared of all the parishes and places in Great Britain having upwards of 1,500 inhabitants, which were unprovided with telegraphic communication. The whole of the parishes and districts with 1,500 inhabitants and upwards numbered, not 10,000, or even 5,000, but only 1,391. Of these 1,391 more than 350 were found to be supplied by the "Magnetic" and the "United Kingdom" Telegraphic Companies, or by the independent wires on the lines of the South Eastern, Great Western, Brighton, and other Railways. So that there are not more than 1,000 parishes in Great Britain containing 1,500 inhabitants which do not possess direct telegraphic communication—a fact which of itself ought to be a sufficient answer to the Government Bill. The entire lists, however, were forwarded to the superintendents of the different districts of the Electric and International Company, with the following note from the secretary:—

"Attached is a list of places in your district containing 1,500 inhabitants and upwards, at which there are, at present, no telegraph stations. I wish you to go carefully through the list, and to report upon any places at which you may consider it desirable to open stations."

The following are samples of the replies received:—

[From the Superintendent of the Western District.]

"I have gone very carefully through the lists returned herewith, and have also obtained

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delivery, and at a considerable distance from the nearest telegraph station.

BIRMINGHAM.

Taking the Birmingham district to be a circle with a radius of five miles, the principal telegraph offices will be found clustered together in the centre, and within a radius of half a mile.

Of the money-order offices with which the district is studded, 11 are between one and two miles, two between two and three miles, three between three and four, and three above four miles distant from a telegraph station.

THE PROVINCES GENERALLY.

Having stated to what extent telegraphic accommodation has been provided in several of the large provincial towns, I will now proceed to show how far the like accommodation has been provided in the provinces generally, as compared with the facilities afforded by the Post Office for the transaction of money-order business.

In England and Wales, exclusive of London and its suburbs, there are upwards of 2,000 towns and villages at which the Post Office has established money-order offices. More than 1,300 of such places are either wholly unprovided with a telegraph office, or at all events, they have none that can be described as being within the limits of the town or village.

From at least 900 money-order towns or villages, telegrams, if sent at all, must be sent by special means to some other town; in more than 400 instances from two to five miles distant, in between 300 and 400 from five to ten miles, and in about 80 instances from 10 to 30 miles distant.

Many towns, no doubt, are served by means of telegraph offices established in central and convenient positions, but it is well known that in the majority of instances in which telegraph offices have been opened for the transmission of public messages, such offices have been opened at railway stations perhaps adjacent to, but certainly not within, the confines of the places which they serve. As far as can be ascertained, the average distance of a railway station at which a telegraphic office has been established from its neighbouring town or village, is about three-quarters of a mile. Money-order offices, on the other hand, are almost invariably situated in the centres of population.

But this is not all; the value to the public of a telegraphic station, I submit, depends not only on its proximity to the centres of population and trade, but also upon its service being unbroken, at least throughout the day. It appears, however, that at many of the telegraph offices open for the receipt of public messages which have been established at railway stations, the telegraphic apparatus is worked by the station master or by ticket clerks, whose attendance during business hours is not always continuous. More than 700 stations are so worked; a large proportion of which is included in the system of the Electric and International Company

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obtained reports from the various inspectors and principal clerks in charge. The result is that I am unable to name a single place at which it would be desirable to open a telegraph station. A very large proportion of the places named are within a mile or so of stations already; so near, indeed, that it would be ridiculous to open others; in other cases the hamlets and parishes named in your list are, in fact, places with miles of huts and cottages, the inmates of which are quite innocent of the telegraph and its use."

[From the Superintendent of the South Western District.]

"Most of the places are small rural districts of great extent, where the inhabitants are much scattered. I have marked such places as 'scattered.' Others are small agricultural towns, from which we should probably get one message a month. I have marked them as 'unimportant.' Other places are already served by our existing offices, which are really nearer than the distances given. For instance, our 'Salisbury' office is in 'Fisherton Anger' parish."

[From the Superintendent of the Northern District.]

"There are none at which it is desirable to open stations, or at any rate at which any outlay for the purpose could be recommended. I have returned the lists fully noted. A large part of the places named are large parishes with a widely scattered population, and without any centre of importance. Other places (and those the largest) are really parts of great towns at present amply supplied with telegraph stations, but which, constituting distinct parishes, are shown separately in census returns."

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Company. In the station charge book of that Company the following note appears, relating apparently to this class of stations:—"The station master is permitted by the Railway Company to send and receive messages to oblige residents, but as the duties of the railway station master are necessarily manifold, expedition in the transmission of messages to or from these stations cannot always be relied upon."

The value of a telegraph office, it may be presumed, also depends upon the means available for the prompt delivery of telegrams; but it is scarcely probable, and indeed the returns which I have received show that it is not the case that a service by regular messengers has been provided at telegraphic stations, at which even the attendance of the manipulators is irregular.

I may add, that in the course of this inquiry I have ascertained that, at or near more than 400 places in which a money-order office but no telegraph office has been established, large works are maintained, such as factories, quarries, mines, and the like, in connection with the business of which a cheap and convenient telegraphic service must be greatly needed.

Time has not admitted of the completion of my inquiries with regard to the extent of telegraphic accommodation in Scotland and Ireland but this is of little consequence, inasmuch as the fact is, I believe, generally admitted that in both countries such accommodation is far more restricted than it is in England and Wales.*

It will readily be seen that the extension of the telegraphic system to all the money-order offices in England and Wales would give a very large amount of additional accommodation.

In

* Since the foregoing was written, returns have been received from the greater part of the money-order towns and villages in Scotland and Ireland. An examination of these returns yields the information given below:

	Scotland.	Ireland.
Number of money-order towns and villages from which returns have been received - - - -	370	479
Number unprovided with telegraphic offices within town limits - -	280	389
Number from which telegrams must be sent by special means to another town - - - - -	186	347
The distances from the telegraph station tabulated:		
Under 2 miles - -	15	11
From 2 to 5 " - -	57	59
" 5 to 10 " - -	56	136
" 10 to 20 " - -	29	108
" 20 to 50 " - -	12	33
Over 50 " - -	17	-
Number of telegraphic offices worked by station masters, or officers whose attendance is not necessarily continuous - - - -	130	53
Number of places in which a money-order office, but no telegraph office has been opened, and at or near which quarries, mines, factories, or other large works are maintained -	89	112

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But the Government Bill declares that "the means of communication by Electric Telegraph are insufficient." In what way are they insufficient? There is no country in the world which can compare with Great Britain in respect of the speed with which telegraphic messages are conveyed. The Electric and International Company have lost no opportunity of endeavouring to secure the utmost dispatch in the transmission of messages along their wires. They have expended very large sums of money to secure this object. It has been their rule, whenever an improvement has been suggested to them, to experiment upon it; and every real improvement has been adopted with the greatest alacrity, whether in the construction of lines, in insulation, or in the adoption of improved processes or instruments.

A striking proof of this can be afforded by a short detail of the efforts made since 1851, to facilitate communications over long lengths. The narrative will also illustrate the way in which the Company has had to purchase its experience at heavy cost.

[Here follows the narrative, which need not be repeated, as it is not disputed.]

It cannot be alleged, therefore, that the Company have been behindhand in trying experiments, or in adopting new inventions wherever they have been shown to be improvements. In point of fact, the Company have tried every important apparatus that has been proposed, and have adopted everything that has ever been proved to be practically useful.

This has been especially the case with regard to instruments. The earlier "Needle instruments," used in the principal circuits, were soon superseded by "Bain's printer." That, again, was superseded by the "Morse" instrument, which are now gradually giving place to the "Ink writer," an improved instrument on the same system.

In 1858, the Company tried "Hughes' type printer." In 1863, they experimented with "Caselli's fac-simile Telegraph." The former was not approved at the time, and the system of fac-similes proved slow and difficult in operation, and did not appear to be cared for by the public.

Since 1863, two other type printing instruments have been tried by the Company at considerable cost, and they are now experimenting on Wheatstone's Automatic system.

So far have the Company carried their experiments with a view to the adoption of improved processes, that they even went to the trouble of trying "Haworth's system of working without wires," although there were no grounds for imagining that it could possibly prove anything but what it proved in reality—a failure.

The introduction of the "Pneumatic Despatch," is also due to the Electric and International Company. As far back as 1854, they laid a pneumatic tube for the passage of messages between the Stock Exchange and their central office; and this principle was afterwards extended to the principal

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In my reply to the previous statement, I have shown what is meant by the term "insufficient."

It was never intended by the use of that term to imply that the Electric and International Company had failed to adopt improvements in the construction of lines, in insulation, in processes, or in instruments. No one doubts that since 1851, when telegraphy was in its infancy, vast improvements have been effected, or that the most prosperous company in the United Kingdom has had its share in the carrying out of those improvements.

Indeed, it seems to me, that in this respect the pamphlet must be doing something less than justice to the Company.

It gives them credit for having in 1858 experimented on, and disapproved of, the "Hughes' Type Printing Instrument," which instrument has since been worked with marked advantage to the public by the United Kingdom Company, and also in France.

It also gives them credit for having experimented on, and disapproved of, "Caselli's fac-simile Telegraph," which, unless I am misinformed, is now much used by the French and other Foreign Governments.

And it gives them credit for being engaged at the present time in experimenting on Sir Charles Wheatstone's Automatic instrument, which instrument was first introduced to their notice eight years ago by their then Chairman, Mr. Robert Stephenson, and does, I am informed, five times as much work in a given time as can be done by the ordinary instruments of the Company.

It is difficult to suppose that the foregoing illustrations of the desire of the Company to introduce improved telegraphic instruments, are the best illustrations which an accredited advocate of the Company could put forward.

The following from the "Moniteur" of the 5th instant, shows that the French Government claims to have done something for the improvement of Telegraphy:—"Nor must we omit to mention in this rapid sketch the scientific progress due to or encouraged by the French Administration; especially its

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principal City offices of the Company, as well as in Liverpool, Birmingham, and Manchester. The result of all these adaptations has been to make the English system of telegraphy the most perfect in the world. [*Vide* pages 8 to 12 of Pamphlet.]

But of superior importance to all these details, is the question whether the public would avail themselves of their facilities to such an extent as, commercially, to result in profit? All experience is opposed to that conclusion. Perhaps the best illustration that can be afforded results from the experience of the "London District Telegraph Company," which, some years since, was organised for the purpose of establishing wide-spread telegraphic communication in the metropolis, at very low rates of charge. A better or a wider field than London for such operations obviously could not be afforded; yet what was the result? After trying, ineffectually, first a fourpenny and then a sixpenny rate for messages, this Company was accidentally compelled to put up its rates to a shilling, and the result was that it received for transmission as many messages as ever, conclusively proving that the inducement to telegraphers was not the cost of the message, but the facility afforded, and the speed of the communication.

If the shopkeepers and artisans of London have shown such indifference, how can it be anticipated that their provincial brethren will avail themselves more largely of the telegraphic system? The fact is that the class of individuals to whom the telegraph is useful are not to be found amongst the class sought to be supplied by the extension of electric wires to village post offices. The class who use the electric telegraph most freely are stockbrokers, mining agents, shipbrokers, colonial brokers, racing and betting men, fishmongers, fruit merchants, and others engaged in business of a speculative character, or who deal in articles of a perishable nature. Even general merchants use the telegraph comparatively little compared with those engaged in the more speculative branches of commerce.

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its system of underground lines, its recently established system of atmospheric tubes, which is distinguished in principle and by its simplicity from other systems of the same kind, and lastly its employment of the Hughes & Caselli instruments, the invention of foreigners who, unappreciated in their own country, have come to claim the hospitality and enlightened judgment of France."

That the London District Telegraph Company obtain as many messages at the shilling rate (the maximum rate contemplated by the Government Bill), as they were wont to obtain at a fourpenny or sixpenny rate is surely no warrant for the supposition that a shilling rate will prove unattractive. Nor can it be doubted that if their system had been as complete and their service as efficient during the operation of the fourpenny and sixpenny rates, as during the operation of the shilling rate, those lower rates would have been much more attractive.

The London District Company have failed, not because they started with a low rate of charge, but because their means were insufficient for their undertaking.

This statement appears to me to carry with it a decisive condemnation of the existing system. Why is it that the use of the Electric Telegraph in this country is limited to the classes described by the author of the pamphlet? Because the rates are high, and the accommodation insufficient. Immediately on the appearance of the pamphlet, I forwarded copies to the Telegraphic Administrations of the countries in which cheap telegraphy prevails, called their attention to this statement, and asked whether with them the use of the Telegraph is limited to the classes in question.

In reply, the Danish Administration states that the Telegraph is used by mercantile people in general, and for social and domestic business, and that the introduction of an uniform tariff of ninepence has led to a very considerable increase in the number of messages.

The Prussian Administration replies thus:—

"It may be stated with confidence that whilst in the early days of the Telegraph its use was almost exclusively confined to bankers, stockbrokers, large commercial houses, and newspaper correspondents, each reduction of rate or extension of the system to small towns has considerably increased the number of those who regularly send and receive messages. This statement is borne out by a comparison of the increase of the despatches within the first zone (*i. e.*, within a circle having a radius of 10 German miles), with the

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the increase in the number sent to stations of the second and third zones. For, as in Prussia, the larger places of business and the manufacturing towns lie from 40 to 80 German miles apart, the despatches of the stock-brokers, speculators, and principal merchants belong principally to the second and third zones, whilst those of the first zone relate mainly to family affairs and small matters."

The Swiss Administration declares that the use of the Telegraph is far from being confined to certain classes, and that the messages which relate to private business and family affairs, form as important a part of the whole number as the messages of the banking and trading interests. It then proceeds thus:—"This extended use of the Telegraph by all classes of the community has made itself apparent at each successive development of our system; but the reduction of the inland rate from one franc to half a franc on the 1st January 1868, has had a surprising result, the number of messages in the first quarter of this year at the half franc rate being very nearly double the number in the first quarter of last year at the franc rate."

The Belgian Administration gives the following analysis of inland messages in Belgium:—

	Per centum.
Government and Press Messages -	3½
Exchange Messages - - -	6½
Commercial Messages - - -	31½
Messages on Private Business and Family Affairs - - -	58½
TOTAL - - -	100

And adds, "You will perceive that the Messages on Private Business and Family Affairs exceed in number those which relate to commercial transactions."

I have not as yet had a reply from the French or Austrian Administrations.

The promoters of this plan ignore, altogether, the bitter experience of the railway companies, that extensions into remote and sparsely peopled districts operate as suckers rather than feeders.

I do not doubt that telegraphic extensions, like railway extensions, "into remote and sparsely peopled districts," must, for a time, but only for a time, prejudicially affect dividends, but I do not think that the railway extensions have been, or that the telegraphic extensions will be, prejudicial to the public at large. Moreover, the opinion of the author of the pamphlet appears in this respect to be opposed to that of Mr. Latimer Clark, who was engineer to the Electric and International Telegraph Company for many years; and who, on being asked by the Committee on East Indian Communications, whether "those feeders" (the branch telegraphic lines) "were of great importance to the general line of communication," replied, "Yes; a system of telegraphs confined to large towns alone in this country, would not be nearly so profitable as they now are, when the small towns feed them so well."

At page 28, the author of the pamphlet makes the following remarks:—

"In seeking to possess themselves of the inland telegraphs, the promoters of this scheme do not appear at all to have foreseen the difficulties in which they

were involving themselves; that they were interfering with all the railway communication of the country; with all the public intelligence of the country; with the press of the country; and, above all, with our foreign intercourse, political and commercial."

In the following passages he seeks to substantiate this statement, but my replies thereto will, I trust, show him to be in error:—

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The Company is daily and hourly engaged in protecting the lives and securing the safety of the public. The railways of the United Kingdom almost universally employ its wires to telegraph their trains for the purpose of protecting them from accident. Millions of messages from station to station, of which no account enters into the Company's returns, are annually transmitted for this most important purpose. What is the result? As Parliamentary Papers show, the life of a passenger travelling upon a railway is so protected that not above one passenger out of every twenty millions of passengers conveyed is sacrificed by railway accident, a result mainly due to that system of telegraphy which secures immunity for every train which traverses a line.

The "block system," as it is termed by the Railway Companies, was originated by Mr. Edwin Clark, C.E., at the time when he was engineer to the Electric and International Telegraph Company, and was first put into operation on the London and North Western Railway. Under this system, railway distances are divided into sections, and no train is allowed to enter one section until that preceding it has passed out. This system is entirely conducted by, and is wholly dependent upon, telegraphic signalling.

Nearly all the principal railways of the kingdom are at the present time under contract with the Electric and International Telegraph Company to work and maintain telegraphs for the purpose of carrying out this system, so important, so absolutely essential to the safety of railway communication and of the railway traveller. What will be the effect of Government interference with the arrangements which involve these contracts? How does the Post Office propose to undertake, not merely the transmission of messages, but the conduct of all the railway intercourse of the United Kingdom? When the Government talk of acquiring "such parts as they see fit," of the powers of the Electric Telegraph Companies, do they propose to acquire only the right of carrying messages, or do they mean to undertake all the duties and responsibilities appertaining to railway intercourse? Or, as the Government departments incur no public liabilities, will they declare themselves irresponsible and refuse to give redress for any loss sustained to life or limb or property by failure of the proposed working of the telegraphic communication employed on our railways?—[*Pages 20 to 22 of Pamphlet.*]

Again, with respect to public communications: The Electric and International Telegraph Company has an arrangement called

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If by this statement the author of the pamphlet intends to imply that the block system of signalling is on the principal lines of railway worked by the officers of the Telegraph Company, or that the Railway Companies generally entrust the telegraphic portion of the arrangements for the working of their trains to the officers of the Telegraph Company, he is, I believe, altogether in error. If he merely means to imply that the separate telegraphic plant which is used solely for railway purposes, and worked solely by railway officials, has in many instances, and for various considerations been supplied, and kept up by the Telegraph Company, he is no doubt correct. But this last described state of things presents no difficulty which the Post Office could not meet, and is widely different from "a daily and hourly engagement to protect the lives and secure the safety of the public."

If the Post Office acquires the property of the Telegraph Companies it will acquire any privileges which they enjoy under their contracts with the Railway Companies, and will be charged with any obligations towards those Companies, which the contracts may impose. I have made careful inquiry on this subject, and have been unable to discover any reason for thinking that the Post Office may not work at least as well with the Railway Companies as the Telegraph Companies have worked with them.

Are the telegraph companies under any such responsibility?—Certainly not.

The relations subsisting between the Telegraph Companies and the press have by no means been overlooked by the Post Office,

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called a "press tariff," under which it conveys messages containing news of public interest to all the newspapers of the United Kingdom. Under this "press tariff" public intelligence is conveyed to the London and provincial press at rates 25 per cent. cheaper than ordinary messages sent during the day, and 50 per cent. cheaper than such messages sent during the night.

For many years the Electric and International Telegraph Company have had an "Intelligence Department," to which a large and experienced staff of editors, reporters, and others is attached, for the purpose of collecting home and foreign news, political, domestic, and commercial, and distributing the same to every point at which such information can afford interest.

Columns upon columns of important news are thus daily and nightly transmitted to the newspapers of the United Kingdom at no more cost than the ordinary rate which those papers are accustomed to pay for the most common intelligence, namely, one penny per line. Does the Government propose to make itself the sole means of affording this intelligence? If it does, what security does it propose to afford to the press and the public for the rapidity, so essential to the newspapers, of such communications, and, above all, for the impartiality with which its intelligence is conveyed? In a country, governed as ours is by parties, what cause would there not be to fear that public intelligence, communicated and conveyed solely by the officers of the party in power for the time being, would not suffer in its transmission whenever it affected that party or could be imagined to be disadvantageous to its interests.

The clubs in London receive, every half-hour, intelligence of the general proceedings of Parliament. The provincial news-rooms and subscription-rooms, farmers' ordinaries, and other circles, are supplied by telegraph with news of every occurrence which can affect their interests. A visit to any one of these political or commercial centres will illustrate at once the vast importance, as well as the immense public, convenience of this organisation. How does the Post-office propose to deal with arrangements such as these? What security would the public have, under Post-office arrangements, for the early, full, complete, and satisfactory conveyance of intelligence by telegraph?

The "Intelligence Department" of the Electric and International Telegraph Company has very varied duties to perform. Wherever there is any considerable gathering of individuals, whether for a permanent or temporary purpose, the wires of the Company have to be placed in their midst, and special arrangements have to be made for the conveyance of the intelligence arising from the gathering. If Her Majesty the Queen visits any particular part of her dominions the reporters of the Company have to attend and to transmit information of every occurrence during the Royal progress. If an agricultural meet-

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Office, which will certainly be in a position to make for the press an arrangement more satisfactory than that which is now in force. The existing arrangement may thus be briefly described. First, the subscription for the ordinary company's express which is supplied to all provincial daily papers, is 200 *l.* per annum. For this sum news is collected, transmitted, and delivered; there is no stipulation for a minimum amount of matter which shall be transmitted, but it is estimated that the amount transmitted averages 4,000 words per day, which is at the rate of one penny for the collection, transmission, and delivery of 26 words. Second, for special news messages handed in at any station, the ordinary rates are charged; with these exceptions, that between 7 a.m. and 7 p.m., the single message is allowed to consist of 30 instead of 20 words, whilst between 7 p.m. and 7 a.m., 40 words are allowed.

Third. For the unlimited use of a wire from London to any town in Great Britain during a stipulated period, and between the hours of 7 p.m. and 3 a.m. (the Companies paying all the charges), the charge is at the rate of 600 *l.* per annum for any distance not exceeding 100 miles; 675 *l.* per annum for distances exceeding 100, and not exceeding 200 miles; and 750 *l.* for distances exceeding 200 miles. For a wire to Ireland the charge is at the rate of 1,000 *l.* per annum. It is estimated that the cost to newspaper proprietors of these special wires is, supposing the wires to be fully employed, at the rate of one penny per 20 words.

It will at once be evident that the Post-office could make for the press an arrangement more satisfactory than that which I have described.

As a matter of course, it would not undertake to collect news, any more than it would undertake to write letters, for the public; but, the news being collected, it could and, I submit, ought to transmit it at rates at least as low as those now charged, and which, though they are unquestionably low, are still believed to yield the Companies a considerable profit.

I am informed by those who are best acquainted with the subject that the newspaper proprietors have long desired, and would greatly prefer, to appoint their own collectors of news. For the establishment of one or more news agencies, the Post-office should give the press every facility, and as it would not be saddled with the cost of collecting the news, it should undoubtedly, in assessing the rates to be charged for transmission, bear in mind that the existing rates include the cost of collection, and make a proportionate abatement.

It seems to me, indeed, that the transmission of news to the press throughout the kingdom should be regarded as a matter of national importance, and that the charge for such transmission should include no greater margin of profit than would suffice to make the service fairly self-supporting.

A doubt has been raised whether, under the 9th clause of the Bill, as it now stands,

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ing, a musical festival, or a social science congress is held in any part of the United Kingdom, however distant, information of every day's proceedings has to be collected and conveyed. If a public man of mark addresses his constituents, or a public meeting, in any portion of the country, the words which fall from his lips have to be reported and telegraphed to the principal newspapers of the Kingdom almost as soon as they are uttered. It is within the province, or the duty, or the business of the Post Office thus to undertake the work of the press? At the present time it is certain that all this information, so important to the public and to the world at large, will be transmitted with the greatest expedition, in the best and most comprehensive form, and at the lowest possible prices. But let the conveyance of such information become the duty of a Government department, and above all a monopoly in the hands of a Government department, and it may be considered certain not only that the supply of such information will be curtailed, but that the price at which it will be delivered will be largely and inconveniently enhanced.—[*Pages 22 to 25 of Pamphlet.*]

The operations of the Electric and International Telegraph Company are not, it is to be observed, confined to the United Kingdom. They have contracts and arrangements of a most important character, whereby the telegraphic intelligence of the whole world is brought to this country by their lines of communication. But the Bill proposed by Government is limited to this country. Its preamble relates only to "the means of communication within the United Kingdom of Great Britain and Ireland;" and the scale of rates and charges it lays down relates only to "the transmission of messages throughout the United Kingdom." Now, it is clearly impracticable for the Government satisfactorily to undertake the duties of telegraphy within the United Kingdom without performing the duties, also, of telegraphers with all the world. This difficulty does not appear to have occurred to the promoters of the Bill, or to those members of the Government who have made themselves responsible for the measure. It may fairly be asked, what do the Government propose to do with reference to foreign telegraphs? Do they propose to leave the telegraphy with other countries in the hands of the companies, whilst inland telegraphy is solely in their own? Or do they propose to take the foreign telegraphing as well as the inland telegraphs into their own hands? The objections to either course are extremely serious. A severance of the two systems would neutralize all the efforts and sacrifices which have been made (especially by the Electric and International Telegraph Company) to establish direct and uninterrupted communication between the inland telegraphs of the United Kingdom and the Continent of Europe. It would also result in grievous delays

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the Postmaster General could enter into such arrangements with the press, and it has been proposed, on behalf of the press, to amend Clause 9 thus:

"Proposed to be inserted in Clause 9, paragraph 1, between the words 'that' and 'uniformly,' in line 30: 'Except as hereinafter provided.'

"Proposed further proviso in Clause 9:

"Provided that notwithstanding anything contained in this Act or in the Telegraph Act, 1863, it shall be lawful for the Postmaster General, with the consent of the Commissioners of Her Majesty's Treasury, from time to time to enter into and carry into effect contracts, agreements, or arrangements with the proprietor or proprietors, publisher or publishers, of any public registered newspaper, for the transmission and delivery, or transmission or delivery, of messages or other telegraphic communications, to be used for or in connection with any such newspaper, upon such terms and conditions, and at such charges or tariff (not exceeding the rate above specified), as may be from time to time arranged or agreed upon."

I can see no objection to the proposed amendment.

If the author of the pamphlet had referred to the eighth clause of the Bill, he would have perceived that the difficulty which he has raised had been foreseen and provided for. If, under the operation of the Bill, the Post Office acquires the communications which the Electric and International Company have established with the continent, and if at the same time by acquiring the property of the British and Irish Magnetic Company, it becomes charged with the obligations of that Company to the Submarine Company, it will be able under the eighth clause of the Bill to lease the continental communications of the Electric and International Company to the Submarine Company, who as I have reason to know would be willing to enter into such an arrangement.

If, however, it were thought desirable that the Post Office should work the communication with the continent, it could under the Bill, as it now stands, purchase the property of the Submarine Company, which is a Company engaged "in the United Kingdom in transmitting messages for money."

The first described arrangement would in some respects be the best; under it the Post Office would be left free to give its whole attention to the lines of the United Kingdom, and would be relieved of the risk attaching to the cables which connect this country with the continent. But there is no reason whatever for supposing that under either arrangement the public will be worse served than at present, or that the rates for continental messages will be raised, or that the arrangements for the collection of foreign news will be disturbed.

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delays in the transmission of messages, in an inevitable addition to rates, and consequently in considerable inconvenience and loss to the public generally. On the other hand, if the Government seek to take the foreign as well as the inland telegraphy, they must enlarge the scope of their Bill; they must apply to Parliament for additional powers—they must ask for more money from the Consolidated Fund—they must re-arrange the contracts with the foreigner, and when they have done all this, what will our merchants and politicians say to all their important foreign telegrams passing through the hands of a Government department?—[*Pages 26 to 28 of Pamphlet.*]

The amount of public money which will be required for these objects is not indicated by the Bill; and upon this point it is especially to be noticed that the measure omits considerations of a highly important character. In addition to the purchase of the properties of the telegraph companies in full, upon a fair and equitable valuation of present and prospective profits, the Bill ought to make provision (which it carefully omits) for full and ample compensation to all the officers of the telegraph companies whose offices are abolished, or who may be required to serve the Government in inferior capacities, or on a reduced scale of pay. These officers have devoted their time to a science which this Bill proposes to constitute a monopoly. They consequently can have no chance of obtaining employment under other auspices; every door will be closed to the telegraph employé when the telegraphs are purchased by the Government. No one who is acquainted with the tender dealings of the Post Office towards its employés would be at all likely to trust to that department.—[*Pages 28 to 29 of Pamphlet.*]

As for the Post Office, it is submitted that it already has more duties than it is able adequately or efficiently to perform, and that instead of seeking to absorb the telegraphs, it had better apply itself to its own department, and endeavour to make that department financially profitable to the State.

In 1861,* the gross revenue of the Post Office being 3,528,000 *l.*, the cost of management amounted to no less than 2,003,116 *l.*,

* The year 1861 is the most recent year in which the Post Office rendered an account, divested of the complications of such items as "Produce of the Impressed Stamp on Newspapers collected by the

The Bill is not, and for obvious reasons, ought not to be a Money Bill. It cannot, therefore, indicate the amount of money required to carry out the objects of the Bill.

It does not appear to me, however, that the officers of the companies have the least reason to apprehend that any injustice will be done to them.

They must know very well that the Post Office does not intend to carry on the telegraphic business of the country by the instrumentality of persons who are altogether unacquainted with it, and that in taking the duties of the companies it must, perforce, take over a staff sufficient for the performance of those duties. They must know, too, that as the Post Office contemplates the establishment of a wider system than that which the companies have set up, the door of employment, instead of being closed to the telegraphic employé, will be open wider than before.

It may, indeed, happen that some may be displaced at first; and the claim of any persons thus situated to compensation will be entitled to full and fair consideration. I have always held that the amount of such compensation should be covered by the price paid for the property; but, as it is not at all likely that the number of persons to be displaced will be large, the question is not likely to be a large one for the Government. The assumption that the rates of pay to the employés of the Telegraph Companies are better, grade for grade, than the rates of pay to the employés of the Post Office, is altogether groundless.

The Post Office is financially profitable to the State, and is much more often urged to forego than to make profit.

The Post Office Savings Banks did not come into operation until the end of 1861; the Insurance and Annuity business did not commence until the spring of 1865; the Foreign Pattern and Sample Post was not established until 1862, and the Inland Pattern and Sample Post was not established until 1863. There is no Parcel Post. The author of the pamphlet therefore is in error

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2,003,116 £., and the total cost of the postal service to no less than 3,161,411 £.! The principal item of the cost of management was salaries, which absorbed no less than 1,102,576 £.† The Post Office "staff" consists of no less than 26,356 officers and pensioners. For what are all these officers required?—Not so much for the light duties attending the receipt and delivery of letters, as for the more important and responsible duties appertaining to the "Money Order," and "Savings Bank," "Life Assurance," and "Annuity" business of the department, and to the heavy work of the "book post," the "parcels post," the "sample post," the "pattern post," and the other ramifications of the carrying business which the department has developed in competition with the Railways, the "Parcels Delivery," and the "Country Carriers."‡

Inland Revenue," &c., items which have since been included in the "Total Postal Revenue," for the purpose of swelling its nominal amount, although not one farthing of such amount has ever been received by the Post Office Department! The accounts rendered by the Post Office are eminently unsatisfactory. They not only take credit for receipts belonging to other departments, but they omit payments for postal steamboat services, which are charged to the Admiralty, together with other heavy items of expenditure, such as stationery, &c., "defrayed by the Stationery Office," amounting, according to the Post Office Report, to as much as 35,000 £ a year? Were all these included in the Post Office expenditure, the Post Office would show an annual deficit.

† For these items *vide* the "Eighth Report of the Postmaster-General on the Post Office," presented to both Houses of Parliament by command of Her Majesty (p. 21 and 31), and "Twelfth Report" of ditto (p. 35).

‡ That the services of the officers of the Post Office are required less for the letter department than for the "Money Order," "Savings Bank," and "Insurance" business, is further attested by the fact that, whilst between 1861 and 1866, the expenditure for "Salaries and Wages" was increased by 80,000 £, the payments for "Conveyance" were lessened by nearly 300,000 £! The large increase in the establishment charges of the Post Office does not favour the idea that economy will be secured in the working of the telegraphs, by turning them over to that department. [*Vide* 12 P. O. Report, p. 34.]

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when he states, that these branches of business tended to swell the cost of the Post Office establishment in 1861.

It is much to be regretted that the author of the pamphlet did not apply to the Post Office for a detailed statement of its receipt and expenditure. This statement would have been furnished readily, and would have saved him from many misconceptions, or, failing this, if instead of going back to the Post Office accounts of 1861, which even if he had read them correctly could not have much bearing on the affairs of 1868, he had looked to the printed finance accounts for the year to 31st March 1867, and the printed estimates for the same year, he might have arrived at conclusions less erroneous than those which he has put forth.

For instance, the Finance Accounts for that year would have shown him, at pages 12 and 13, that the total income of the Post Office for the year (exclusive of the produce of the impressed stamp on newspapers), was 4,470,000 £., and that the total expense defrayed by the Post Office out of that income, including the cost of the Packet Service, was 3,169,000 £. If he had examined the Estimates, he would have found that the cost of stationery (about 36,000 £.) and the cost of Post Office Savings Banks (about 52,000 £.) did not enter into the total cost. If on making this discovery he still thought that the produce of the impressed stamp (about 140,000 £.) should not be added to Post Office revenue, but that the cost of stationery should be added to Post Office expenditure (the cost of Post Office Savings Banks is defrayed out of the produce of investments); he would still be compelled to allow that the Post Office, in the year ending 31st March 1867, made a net profit of 1,165,000 £. This total net profit included a profit of from 30,000 £. to 40,000 £. on Money Order business. The estimated expenditure of the Post Office for the current financial year, is made up of the following items:—

	£.
For conveyance of Mails in the United Kingdom - - -	756,035
For conveyance of Mails abroad - - -	870,838
	£. 1,626,873
For salaries, wages, and emoluments, and for charges of management in connection with the collection, delivery, and despatch of letters, &c., at home and abroad - - -	1,299,133
For Buildings - - -	90,370
For Pensions - - -	78,359
	£. 1,467,862
For Money Order business -	72,568
For Savings Bank business -	58,735
For Insurance and Annuity business - - -	640
	£. 131,943

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That the Post Office undertakes more than it can perform, is shown by the delays and irregularities which take place in the delivery of letters, and the enormous and constantly-increasing number of "lost letters," "returned letters," "dead letters," &c. &c., which the Post Office never deliver, and the bulk of which they immediately destroy.

Were the Telegraph Companies to deal with the messages committed to them for transmission, as the Post Office deals with the stamped letters committed to the "Pillar Letter Boxes," there would be some ground, indeed, for the present attempt to deprive them of their privileges. But there are but very few complaints of non-delivery of telegraphic messages.

I have now passed in review the principal statements of the pamphlet, and have, I hope, given a sufficient reply to each. There are some upon which I need hardly touch. The suggestion that the Government will make an improper use of the information which the possession of the telegraphs would place in their hands is not calculated to terrify a people possessed of a free press and a free Parliament. The suggestion that the large patronage which the Government will acquire will be ill-administered might have had some force before the establishment of the Civil Service Commission, but is of no moment now. The statement that the object of the Bill is to destroy competition and establish a gigantic monopoly would be more impressive if it were not that the three principal telegraph companies are, and have for some time been, in perfect agreement as to the rates which they shall charge for messages.

Nor is it necessary that I should notice the attempt of the author of the pamphlet to show that the Belgian inland rate is unremunerative; first, because, as he himself points out, we do not propose to introduce that rate here, at least for the present, and next, because it has already been shown that the Belgian system has paid, as a whole, which is all the Government need desire, and that the Belgian telegraphic administration confidently expects that ere long each part of the system will pay.

In stating that the uniform rate of half a franc was introduced into Switzerland in 1867, and has proved unremunerative, the author is in error. It was introduced on the 1st January 1868, and no one can say as yet whether it has or has not paid, but it has doubled the number of messages.

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It is not true, therefore, that the Post Office staff of over 26,000 persons is required less for the duties proper in the first instance to the Post Office, than for the duties which have been superadded in late years.

The proportion of lost letters and dead letters to the total correspondence is constantly on the decline; of the whole correspondence about one letter in 30,000 goes astray, not always through the fault of the Post Office; and of the total number going astray, a large number, probably a third, are ultimately found.

Of the dead letters, three-fourths are returned to the writers or again sent to the addressees with corrected addresses; and of those for which the Post Office can find no owners, any which contain notes, bills, or jewellery, are kept for two years; any which contain property to the value of sixpence are kept for at least one year; any which contain property below the value of sixpence are kept for two months; whilst those only which contain nothing are immediately destroyed. I do not know why we should not destroy letters which contain nothing of value, and for which we can find no owners. The Telegraph Companies, I believe, consider themselves at liberty to destroy all messages after the expiration of a short time from the dates of the messages, and it is obvious that some such regulation is necessary.

I really cannot see the force of this parallel. No large establishment, public or private, can hope continuously to exclude dishonest men from its service. Ordinary letters do unfortunately often contain inducements to dishonesty, and are sometimes, but not frequently, stolen. But the most dishonest man in the world might be expected to refrain, without any special exercise of self-denial, from stealing a telegraphic message.

In conclusion, I beg to remind your Grace that those who, either in opposing or praising the scheme, ascribe it to me, do me much more, and the scheme much less, than justice.

To my mind, one of the chief merits of the scheme is that it does not possess one novel feature.

The amalgamation of the Telegraphic and Postal Administrations has been tried with perfect success in Belgium and Switzerland, and also in the British Colonies of Victoria and New South Wales.

Uniformity of charge, irrespective of distance, and with a lower tariff than that which is recommended in the first instance for the United Kingdom, has been tried with the best results in Belgium and Switzerland, and Denmark.

The institution of places of deposit for messages, in addition to the offices of transmission, and the gratuitous grant of postal facilities, under certain conditions, to the senders of telegraphic messages, is borrowed from Belgium.

Telegraphic stamps are in use in Belgium and France.

The exclusion of the addresses from the number of words to be paid for is borrowed from Victoria and New South Wales.

A telegraphic money-order office has for some years existed in Switzerland and Prussia.

I cannot even claim credit for having taken up the proposal, in the first instance, with alacrity, but having considered it very carefully for more than two years, during the first part of which time I was somewhat prejudiced against it, I have been forced to the conclusion that the system which has worked so well on the continent, and in British Colonies, will work still better here; and that if the facilities which continental nations enjoy, be given to the teeming, active and wealthy population of this Kingdom, trade and commerce will be stimulated, individual interests promoted, and the nation enriched. In carrying out the scheme, the proprietary, by whose capital the present system has in the face of many difficulties been founded and maintained, should not be damaged. They should receive the full value of their property.

Nor, though the shareholders have, collectively and individually, petitioned Parliament against the Bill, do I think they are really of opinion that the proposal has damaged their property. I am confirmed in this conclusion by the following statement of the prices at which their shares stood on the 1st November last, before notice of the Bill was given, and of the prices at which they now stand.

Name of Telegraph Company.	Amount Paid-up per Share.	Market Price on			
		1st November 1867.		8th May 1868.	
	£.	£.	£.	£.	£.
Electric and International - - -	100	143	- 148	164	- 169
Ditto (New Shares) - - -	-	3	- 4 prem.	5	- 6 prem.
British and Irish Magnetic - - -	100	97	- 102	124	- 129
United Kingdom - - - -	5	1 $\frac{1}{4}$	- 1 $\frac{3}{4}$	3	- 3 $\frac{1}{2}$
London District - - - -	5	$\frac{3}{4}$	- 1 $\frac{1}{4}$	2	- 2 $\frac{1}{2}$

Since the Bill was published, 30 Chambers of Commerce, and other public bodies, have petitioned Parliament in its favour. If it be carried this year no long time need elapse before the scheme is fully mounted. If not carried now, it is scarcely likely to pass for some time.

If in the interval the Companies suspend the extension of their system, the public will suffer; if they do not suspend their extensions the eventual purchase of their property, and its redistribution, will entail more cost, and impose more difficulty on the Government. It is on all accounts desirable that the matter should have early settlement.

May 1868.

Frank Ives Scudamore.

ELECTRIC TELEGRAPHS BILL.

COPY of further CORRESPONDENCE between the
Treasury and the Postmaster General relating to
the ELECTRIC TELEGRAPHS BILL.

(*Mr. Selater-Booth*).

*Ordered, by The House of Commons, to be Printed,
14 May 1868.*

TREASURE TROVE.

RETURN to an Order of the Honourable The House of Commons,
dated 13 July 1868;—*for*,

RETURNS “of all Objects coming under the Denomination of TREASURE TROVE which have been claimed by the SOLICITOR of the TREASURY on behalf of the CROWN, between the 10th day of May 1867 and the 10th day of May 1868, setting forth the Date of each Claim, Description of Treasure, Estimated Value, and how Disposed of (in continuation of Parliamentary Paper, No. 508, of Session 1867):”

“And, of all Objects of TREASURE TROVE Unaccounted for from the 1st day of January 1859 to the 10th day of May 1868.”

RETURN of all Objects coming under the Denomination of TREASURE TROVE which have been claimed by the SOLICITOR of the TREASURY on behalf of the CROWN, between the 10th day of May 1867 and the 10th day of May 1868, setting forth the Date of each Claim, Description of Treasure, Estimated Value, and how Disposed of (in continuation of Parliamentary Paper, No. 508, of Session 1867).

DATE OF CLAIM.	DESCRIPTION OF TREASURE.	ESTIMATED VALUE.	HOW DISPOSED OF.
		£. s. d.	
16 January 1868	6,905 small gold and silver coins found at Highbury, Middlesex, together with two ivy leaves, and a piece of silver.	44 - -	At the British Museum, for inspection and report.
17 January 1868	80 guineas found in the wall of an old house on the manor of East Parley, near Christchurch, Hants.	82 10 5	Eight of these guineas have been sold for 8 <i>l.</i> 8 <i>s.</i> ; amount paid to Paymaster General, to be carried to “Treasure Trove Account.” The whole are claimed by the alleged descendants of the original owner, and the remaining 72 are retained at the Treasury awaiting proof of title.
28 March - 1868	261 old silver coins found in a house in the city of Lichfield.	7 - 10½	At the British Museum, for inspection and report.

RETURN of all Objects of TREASURE TROVE unaccounted for from the 1st day of January 1859 to the 10th day of May 1868.

November - 1860	Seven silver coins found at Kibworth	-	Sent to the British Museum for inspection and report
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Treasury Chambers, }
31 August 1868. }

G. SCLATER-BOOTH.

TREASURE TROVE.

RETURN of all Objects coming under the Denomination of TREASURE TROVE which have been claimed by the SOLICITOR of the TREASURY on behalf of the CROWN, between 10 May 1867 and 10 May 1868; setting forth the Date of each Claim, Description of Treasure, Estimated Value, and how Disposed of (in continuation of Parliamentary Paper, No. 508, of Session 1867); &c.

(*Sir Jervoise Clarke Jervoise.*)

*Ordered, by The House of Commons, to be Printed,
25 July 1868.*

TREASURY CHEST:

1866-67.

(LATE COMMISSARIAT CHEST ACCOUNT.)

AN ACCOUNT showing all the SUMS which have been Received into the TREASURY CHEST, and which have been Paid out of the same, between the 1st April 1866 and the 31st March 1867, and of the LIABILITIES and ASSETS of the TREASURY CHEST on the latter Day.

(PRESENTED PURSUANT TO ACT 24 & 25 VICT., c. 127.)

Ordered, by The House of Commons, to be Printed,
24 March 1868.

AN ACCOUNT showing all the Sums which have been Received into the TREASURY
and the 31st March 1867 ; prepared by the Comptroller and
Dr.

To CASH BALANCE on 1st April 1866 :		£.	s.	d.
Cash in the hands of the Paymaster General and in the several Treasury Chests abroad on that day, &c. as shown in the Explanatory Statement of the Cash Balance in the Treasury Chest Account, for 1865-66 - - - - -		868,546	14	2
1.—MONEY RAISED IN THE YEAR 1866-67.				
To CONSIGNMENTS OF SPECIE :		£.	s.	d.
Amount of Specie received at the several Stations abroad from England, and in England from Stations abroad - - - - -		431,569	19	1
To TREASURY BILLS DRAWN :				
Amount of Bills drawn upon Her Majesty's Treasury by Treasury Chest Officers abroad - - - - -		2,675,242	7	-
To ADVANCES FROM COLONIAL FUNDS :				
Amount received at the Mauritius - - - - -		72,000	-	-
To BILLS ON INDIA :				
Amount of Bills drawn on the Government of India by the Treasury Chest Officer in China - - - - -		64,000	-	-
				3,242,812 6 1
2.—SUMS RECEIVED INTO THE TREASURY CHEST, FOR REMITTANCE, &c.				
To PROFIT ON TRANSACTIONS CONNECTED WITH RAISING MONEY FOR THE SEVERAL TREASURY CHESTS IN 1866-7. (See Loss at page 7.)				
To CONVICT SERVICES :				
Amount realised in the Year 1866-67 :		£.	s.	d.
For Rent of Coal Mines in Tasmania - - - - -		200	-	-
For Rent of Gunpowder warehoused by Merchants in Her Majesty's Magazines in Western Australia - - - - -		26	2	4
			226	2 4
To CONSULAR SERVICES IN CHINA AND JAPAN :				
Amount realised in the Year 1866-67 on account of the Sale and Rent of Land, Fees, Fines, and Forfeitures, &c., paid over by Consular Officers - - - - -		15,203	4	3
To ARMY SERVICES :				
Amount received into Treasury Chests abroad, on War Office Receivable Orders, &c. to be paid over to the Secretary of State for War - - - - -		426,519	18	8
To NAVAL SERVICES :				
Amount received into Treasury Chests abroad for proceeds of the Sale of old Stores, &c. to be paid over to the Admiralty - - - - -		5,357	3	6
To POST OFFICE :				
Revenue, Money Orders, &c. received Abroad, and paid into the Treasury Chest for Remittance to the Receiver General of the Post-office, and to other Colonies - - - - -		325,880	8	10
Carried forward - - - £.		773,186	17	7
				4,111,359 - 3

CHEST, and which have been Paid out of the same, between the 1st April 1866
Auditor General, pursuant to Act 24 & 25 Vict. c. 127.

Cr.

1.—PAYMENTS ON ACCOUNT OF MONEY RAISED.

BY CONSIGNMENTS OF SPECIE:	£.	s.	d.	£.	s.	d.	£.	s.	d.
Payments to the Mint for Specie sent to Stations abroad - - - - -	464,559	6	6						
Specie remitted from Gibraltar to England - - - - -		11	-	464,559	17	6			
BY TREASURY BILLS PAID:									
Bills paid by the Paymaster General - - - - -				2,759,594	-	5			
BY ADVANCES FROM COLONIAL FUNDS REPAID:									
Amounts advanced at the Mauritius, repaid in England - - - - -				62,000	-	-			
BY BILLS ON INDIA:									
Amount repaid to the Indian Government, in respect of Bills drawn upon the Governor-General of India by the Treasury Chest Officer in China - - - - -				64,000	-	-			
							3,350,153	17	11

2.—PAYMENTS ON ACCOUNT OF SUMS RECEIVED INTO THE TREASURY CHEST,
FOR REMITTANCE, &c.

BY PROFIT ON TRANSACTIONS CONNECTED WITH RAISING MONEY FOR THE SEVERAL TREASURY CHESTS:									
Net amount realised in 1865-6, paid over to the Exchequer - - - - -				5,509	11	9			
BY CONSULAR SERVICES IN CHINA AND JAPAN:									
Amount paid over to the Exchequer on account of the Sale and Rent of Land, Fees, Fines, and Forfeitures, &c., received from Consular Officers in China and Japan in the year 1865-66 - - - - -				21,366	1	5			
BY ARMY SERVICES:									
Amount paid over to the Secretary of State for War - - - - -				688,629	5	7			
BY NAVAL SERVICES:									
Amount paid over to the Admiralty - - - - -				2,875	8	8			
BY POST OFFICE:									
Amount paid over to the Post Office:									
	£.	s.	d.						
In this Country - - - - -	306,244	6	5						
In the Colonies - - - - -	2,542	5	9						
				308,786	12	2			
Carried forward - - - £.	1,027,166	19	7				3,350,153	17	11

Dr. AN ACCOUNT showing all the Sums which have been Received into the Treasury Chest, - - -

	£.	s.	d.	£.	s.	d.
Brought forward - - -	773,186	17	7	4,111,359	-	3
2.—SUMS RECEIVED INTO THE TREASURY CHEST, FOR REMITTANCE, &c.— <i>continued.</i>						
To CAPTURED SLAVE VESSELS:						
Proceeds of the Sale of Slave Vessels condemned in the Vice-Admiralty Courts abroad, paid into the Treas- ury Chest - - - - -	217	8	6			
Amount remitted to the Attorney General of Antigua in the case of the "Laura" - - - - -	511	19	7			
				729	8	1
To REMITTANCES:						
Sums deposited in the Treasury Chest by Officers of the Convict Establishment at Gibraltar for Remittance to this Country - -				366	2	-
To (LATE) ANGLO-CHINESE FLOTILLA:						
Amount received in this Country for remittance to the Chinese Go- vernment, viz.:						
Proceeds of the Sale of Ships - - - - -	38,224	-	-			
For Sale of Stores - - - - -	3,758	11	7			
Difference between the Sum estimated and the Sum realised by the Sale of Ships (voted in 1866-7) - - - - -	101,300	-	-			
				143,282	11	7
To CHINESE INDEMNITY:						
Amount received in 1866-67 under the Convention of Peking -				38,112	11	3
To JAPANESE INDEMNITY:						
Amount received in 1866-67 under the Convention of 22 October 1864 - - - - -				211,862	10	-
To SERVICES IN CHINA AND JAPAN:						
Amount received from the Vote for this Service for remittance to Hong Kong - - - - -				9,562	10	-
To CIVIL CONTINGENCIES:						
Amount received from the Government of Sierra Leone for remit- tance to this Country - - - - -				614	16	5
To COLONIAL GOVERNMENTS:						
Sums deposited in the Chest on their account, and Sums received from them for payment to their Agents in England, viz.:						
	£.	s.	d.			
British Guiana - - - - -	6,856	5	-			
Cape of Good Hope - - - - -	15,000	-	-			
Ceylon - - - - -	94,662	-	8			
Gibraltar - - - - -	5,929	-	10			
Hong Kong - - - - -	4,324	3	3			
Jamaica - - - - -	46,993	5	2			
Lagos - - - - -	94	-	-			
Malta - - - - -	54,200	-	-			
Natal - - - - -	669	14	1			
New Brunswick - - - - -	1,137	9	-			
St. Helena - - - - -	30,784	14	4			
St. Lucia - - - - -	1,408	12	-			
Sierra Leone - - - - -	6,000	-	-			
Trinidad - - - - -	21,000	-	-			
Victoria - - - - -	85,172	14	3			
Western Australia - - - - -	2,000	-	-			
				376,231	18	7
To VARIOUS SMALL DEPOSITS IN THE TREASURY CHEST FOR REMIT- TANCE, &c. - - - - -				2,811	8	-
						1,556,760 13 6
Carried forward - - - £.						5,668,119 13 9

- - and which have been Paid out of the same, between 1st April 1866 and 31st March 1867—continued. Cr.

	£.	s.	d.	£.	s.	d.
Brought forward - - -	1,027,166	19	7	3,350,153	17	11
2.—PAYMENTS ON ACCOUNT OF SUMS RECEIVED INTO THE TREASURY CHEST, FOR REMITTANCE, &c.—continued.						
By CAPTURED SLAVE VESSELS:						
Amount repaid on account of the Proceeds of Condemned Slave Vessels - - - - -	£.	s.	d.			
	707	-	9			
Amount paid to the Attorney General of Antigua	511	19	7			
				1,219	-	4
By REMITTANCES:						
Amount repaid in respect of Deposits in the Treasury Chest at Gibraltar - - - - -				388	8	8
By (LATE) ANGLO-CHINESE FLOTILLA:						
Amount issued in China to the Chinese Government - - -				33,858	11	7
By CHINESE INDEMNITY:						
Amount paid to Her Majesty's Exchequer - - -	£.	s.	d.			
	250,184	-	-			
Amount paid to Claimants in compensation for Property destroyed - - - - -	10,428	11	4			
Net loss by Exchange - - - - -	10	17	10			
Incidental Expenses - - - - -	448	2	5			
				261,071	11	7
By CHINESE INDEMNITY FOR PRISONERS, &c.:						
Payment of Costs to Treasury Solicitor - - - - -				10	-	-
By JAPANESE INDEMNITY:						
Amounts paid to their Representatives of the following Powers towards their share of the Indemnity, viz.:						
	£.	s.	d.			
France - - - - -	30,281	5	-			
United States - - - - -	30,281	5	-			
Netherlands - - - - -	82,768	15	-			
				143,331	5	-
By COLONIAL GOVERNMENTS:						
Repayment of Sums deposited in the Chest on their Account, and Sums paid to their Agents in England, viz.:						
	£.	s.	d.			
British Guiana - - - - -	6,856	5	-			
Cape of Good Hope - - - - -	15,034	-	-			
Ceylon - - - - -	114,470	5	1			
Gambia - - - - -	452	-	-			
Gibraltar - - - - -	710	5	10			
Honduras - - - - -	38	16	-			
Jamaica - - - - -	53,748	16	1			
Lagos - - - - -	94	-	-			
Malta - - - - -	32,200	-	-			
Mauritius - - - - -	9	-	-			
Natal - - - - -	669	14	1			
Nova Scotia - - - - -	42	8	10			
New Brunswick - - - - -	1,137	9	-			
St. Lucia - - - - -	1,408	12	-			
St. Helena - - - - -	30,300	-	-			
Sierra Leone - - - - -	9,000	-	-			
Trinidad - - - - -	31,000	-	-			
Victoria - - - - -	71,172	14	3			
Western Australia - - - - -	3,000	-	-			
				371,344	6	2
By VARIOUS SMALL REPAYMENTS - - - - -				2,469	19	4
Carried forward - - - £.						
				1,840,860	2	3
				5,191,014	-	2

Dr. AN ACCOUNT showing all the Sums which have been Received into the Treasury Chest, - - -

	£.	s.	d.	£.	s.	d.
Brought forward - - -	-	-	-	5,668,119	13	9
3.—SUMS RECEIVED IN REPAYMENT OF ADVANCES FROM THE TREASURY CHEST.						
To SUMS RECEIVED OUT OF VOTES OF PARLIAMENT, IN REPAYMENT OF ADVANCES FOR THE FOLLOWING SERVICES:						
To ARMY:	£.	s.	d.			
Effective Services, &c. - - - - -	3,632,200	7	1			
Non-Effective Services - - - - -	38,544	10	2	3,670,744	17	3
To NAVY:						
Effective Services - - - - -	1,164,346	1	4			
Non-Effective Services - - - - -	12,888	4	11	1,177,234	6	3
To MISCELLANEOUS:						
CIVIL ESTABLISHMENTS AND EXPENSES:						
Bermuda - - - - -	686	17	7			
Clergy in North America - - - - -	2,819	10	6			
Indian Department, Canada - - - - -	886	3	6			
Governors: West Indies, &c. - - - - -	637	15	3			
Stipendiary Justices - - - - -	6,056	10	5			
West Coast of Africa Settlements - - - - -	2,500	-	-			
St. Helena - - - - -	1,025	5	7			
Orange River Territory - - - - -	300	-	-			
Pitcairn's Islanders - - - - -	367	14	2			
Freight of Specie, for Treasury Chests - - - - -	517	-	-			
Captured Negroes Support, &c. - - - - -	604	11	10			
Services in China and Japan - - - - -	45,816	9	2	62,217	18	-
JAMAICA COMMISSION - - - - -				3,668	6	1
CONVICT SERVICES - - - - -				12,640	2	5
LIGHTHOUSES ABROAD - - - - -				12,834	15	11
LOCAL PENSIONS: CANADA - - - - -				131	17	1
SUPERANNUATION ALLOWANCES - - - - -				8,602	19	11
IRISH CONSTABULARY PENSIONS - - - - -				3,720	6	7
POSTMASTER GENERAL:						
Packet Service - - - - -				9,750	-	-
Carried forward - - - £.	4,961,545	9	6	5,668,119	13	9

- and which have been Paid out of the same, between 1st April 1866 and 31st March 1867—continued. Cr.

	£.	s.	d.	£.	s.	d.
Brought forward - - -	-	-	-	5,191,014	-	2
3.—ADVANCES FROM THE TREASURY CHEST, TO BE REPAID.						
By ADVANCES IN THE YEAR 1866-67, TO BE REPAID OUT OF THE VOTES OF PARLIAMENT, FOR THE FOLLOWING SERVICES:						
By LOSS ON TRANSACTIONS CONNECTED WITH RAISING MONEY FOR THE SEVERAL TREASURY CHESTS IN 1866-67:						
	£.	s.	d.			
Net Loss on the Negotiation of Bills, &c., in 1866-67 - - - - -	12,367	18	4			
Loss on a Consignment of Bar Silver to Hong Kong - - - - -	555	17	1			
Loss by the altered Rate of the Dollar in China and Japan - - - - -	102	1	7			
	13,025	17	-			
DEDUCT:						
Interest on Bank Balances - - - - -	4,545	7	1			
Gain on Remittances for the Anglo-Chinese Flotilla—Treasury Letter, (No. 19,946), 11 January 1868 - - - - -	1,565	9	3			
	6,110	16	4			
NET LOSS - - - - £.	6,915	-	8			
By ARMY:						
Effective Services, &c. - - - - -	2,992,774	3	4			
Non-Effective Services - - - - -	20,266	11	4			
	3,013,040	14	8			
By NAVY:						
Effective Services - - - - -	1,050,330	10	8			
Non-Effective Services - - - - -	13,238	14	-			
	1,063,569	4	8			
By MISCELLANEOUS:						
CIVIL ESTABLISHMENTS AND EXPENSES:						
Bermuda - - - - -	688	6	8			
Clergy in North America - - - - -	2,553	19	4			
Indian Department, Canada - - - - -	864	12	10			
Governors: West Indies, &c. - - - - -	565	8	3			
Stipendiary Justices - - - - -	6,040	4	2			
West Coast of Africa: Settlements - - - - -	2,000	-	-			
St. Helena - - - - -	1,190	-	-			
Orange River Territory - - - - -	300	-	-			
Pitcairn's Islanders - - - - -	319	11	8			
Freight of Specie for Treasury Chests - - - - -	535	-	7			
Captured Negroes Support, &c. - - - - -	9,833	7	3			
Services in China and Japan - - - - -	113,273	4	2			
British Columbia - - - - -	1,427	10	2			
	139,591	5	1			
JAMAICA COMMISSION - - - - -	3,012	-	1			
CONVICT SERVICES - - - - -	115,111	19	1			
MINERALOGICAL SURVEY: WEST INDIES - - - - -	344	3	4			
LIGHTHOUSES ABROAD - - - - -	10,858	14	2			
LOCAL PENSIONS: CANADA - - - - -	124	17	1			
SUPERANNUATION ALLOWANCES - - - - -	8,347	11	6			
IRISH CONSTABULARY PENSIONS - - - - -	3,634	16	7			
POSTMASTER GENERAL: PACKET SERVICE - - - - -	4,066	13	4			
Carried forward - - - £.	4,368,617	-	3	5,191,014	-	2

Dr. AN ACCOUNT showing all the Sums which have been Received into the Treasury Chest, - - -

	£.	s.	d.	£.	s.	d.
Brought forward - - -	4,961,545	9	6	5,668,119	13	9
3.—SUMS RECEIVED IN REPAYMENT OF ADVANCES FROM THE TREASURY CHEST— <i>continued.</i>						
To SUMS RECEIVED FROM REVENUE DEPARTMENTS:						
	£.	s.	d.			
From the Customs - - - - -	4,945	16	-			
From the Inland Revenue - - - - -	1,590	4	8			
				6,536	-	8
To SUMS RECEIVED FROM THE INDIAN GOVERNMENT:						
In Repayment of Advances for Pensions, &c. - - - - -				6,553	13	10
To THE CONSOLIDATED FUND:						
Repayment of Advance to pay the Interest on Debentures of the Guaranteed Loan to New Zealand - - - - -				7,500	-	-
To SUMS RECEIVED OUT OF COLONIAL FUNDS:						
In Repayment of Advances on account of the following Colonies:						
	£.	s.	d.			
Canada - - - - -	3,296	17	7			
Cape of Good Hope - - - - -	43	15	-			
Gold Coast - - - - -	2,535	10	5			
Hong Kong - - - - -	10,000	-	-			
Lagos - - - - -	600	-	-			
Mauritius - - - - -	7	-	-			
Nova Scotia - - - - -	334	9	10			
Victoria - - - - -	29	-	1			
				16,846	12	11
To SUMS RECEIVED IN REPAYMENT OF VARIOUS SMALL ADVANCES -				158	16	11
						4,999,140 13 10
				£.	10,667,260	7 7

Exchequer and Audit Department, }
12 March 1868.

- - - and which have been Paid out of the same, between 1st April 1866 and 31st March 1867—*continued.* *Cr.*

	£.	s.	d.	£.	s.	d.
Brought forward - - -	4,368,617	-	3	5,191,014	-	2
3.--ADVANCES FROM THE TREASURY CHEST, TO BE REPAID-- <i>continued.</i>						
BY ADVANCES TO BE REPAID BY REVENUE DEPARTMENTS:						
	£.	s.	d.			
Pensions paid Abroad on account of the Customs	5,253	9	11			
Pensions paid Abroad on account of the Inland Revenue - - - - -	1,564	6	9			
Pensions paid Abroad on account of the Post Office - - - - -	4,642	4	-			
				11,460	-	8
BY ADVANCES ON ACCOUNT OF THE INDIAN GOVERNMENT:						
Payments on account of Pensions, &c. - - - - -				1,020	15	5
BY THE CONSOLIDATED FUND:						
Advances for Pensions - - - - -				38	6	2
BY ADVANCES TO BE REPAID OUT OF COLONIAL FUNDS:						
On account of the following Colonies:						
Canada - - - - -	4,748	15	11			
Cape of Good Hope - - - - -	66	11	3			
Hong Kong - - - - -	15,000	-	-			
Nova Scotia - - - - -	275	14	-			
				20,091	1	2
By advances to Major W. Crossman, R.E., engaged on a Special Mission connected with Consular Buildings in China and Japan - - -				7,237	15	-
BY VARIOUS SMALL ADVANCES TO BE REPAID - - - - -				263	8	10
				4,408,728	7	0
BY CASH BALANCE on 31 March 1867, as explained in the Statement at page 16 - - -				1,067,517	19	11
	£.			10,667,260	7	7

Charles L. Ryan.

AN ACCOUNT showing the LIABILITIES and ASSETS - - - -

Dr.		LIABILITIES.			
				£. s. d.	£. s. d.
To TREASURY BILLS:					
Amount of Bills drawn by Treasury Chest Officers Abroad—					
Outstanding:					
		£. s. d.			
Drawn in the Year 1846-47	- - -	895 8 3			
Ditto - 1850-51	- - -	100 - -			
Ditto - 1851-52	- - -	61 - -			
Ditto - 1852-53	- - -	250 - -			
Ditto - 1853-54	- - -	69 5 3			
Ditto - 1854-55	- - -	111 2 11			
Ditto - 1856-57	- - -	25 - -			
Ditto - 1859-60	- - -	50 - -			
Ditto - 1860-61	- - -	150 -			
Ditto - 1861-62	- - -	430 2 6			
Ditto - 1862-63	- - -	839 17 5			
Ditto - 1863-64	- - -	1,798 - -			
Ditto - 1864-65	- - -	922 - -			
Ditto - 1865-66	- - -	2,860 - -			
Ditto - 1866-67	- - -	515,910 2 6			
				524,471 18 10	
To COLONIAL GOVERNMENTS:					
Temporary Advances outstanding on the 31st March 1867,					
Mauritius - - - - -				10,000 - -	
					534,471 18 10
To SUMS RECEIVED INTO THE TREASURY CHEST, FOR REMITTANCE, &c.:					
Due to—					
THE BOARD OF ADMIRALTY:					
Old Stores, &c. Sold:		£. s. d.			
Deposited in the Chest in the Year 1864-65	-	649 6 8			
Ditto - ditto - 1865-66	-	237 - -			
Ditto - ditto - 1866-67	-	5,357 3 6			
				6,243 10 2	
THE POSTMASTER GENERAL:					
Revenue, &c. paid into Chests abroad:		£. s. d.			
Deposited in the Chest in the Year 1864-65	-	443 18 10			
Ditto - ditto - 1865-66	-	2,263 14 6			
Ditto - ditto - 1866-67	-	70,678 17 8			
				73,386 11 -	
Carried forward - - -		£.		79,630 1 2	534,471 18 10

- - - of the TREASURY CHEST, on the 31st March 1867.

ASSETS.		Cr.	
	£. s. d.	£. s. d.	
By CASH due by Officers acting as Paymasters for the Treasury Chest, &c.:			
Balance due by the Paymaster General and by the several Treasury Chest Officers at Stations Abroad on the 31st March 1867, after deducting the amount overdrawn by the Officer in charge of the Treasury Chest in the West Indies upon the Colonial Bank at that Station, as shown at the foot of the General Cash Account for the Year 1866-7, at page 9, and detailed in the Explanatory Statement of Cash Balances at page 16 - - - - -	- - - - -	1,067,517 19 11	
By SPECIE IN TRANSIT:			
Specie consigned to Treasury Chest Officers Abroad, which was on its passage on 31st March 1867 - - - - -	- - - - -	50,000 - -	
By LOSS ON MONEY TRANSACTIONS:			
Amount required to replace the loss upon the transactions of the several Treasury Chests in 1866-67 (less $\frac{1}{4}$ short paid to the Exchequer for profit in 1865-66 - - - - -	- - - - -	6,915 - 7 $\frac{1}{2}$	
By ADVANCES FROM THE TREASURY CHEST:			
Due from VOTES OF PARLIAMENT for the following Services:			
ARMY:			
Effective Services, advanced in the Year 1866-67	£. s. d. 429,478 12 6		
Ditto - Excess of payments to Secretary of State for War over the amount deposited in Chests Abroad for Army Services in the year 1866-67 - - -	24,686 9 3		
Non-Effective Services, advanced in the Year 1865-66 - - - - -	28 - -		
Ditto - - - ditto - 1866-67	2,100 10 10		
		456,293 12 7	
NAVY:			
Effective Services, advanced in the Year 1864-65	£. s. d. 30 - 6		
Ditto - - - ditto - 1866-67	210,404 16 11		
Non-Effective Services - ditto - 1866-67	7,354 7 3		
		217,789 4 8	
POSTMASTER GENERAL: PACKET SERVICE:			
New Zealand, advanced in the Year 1866-67 - - - - -	2,441 13 4		
Carried forward - - - £.	676,524 10 7	1,124,433 - 6 $\frac{1}{2}$	

AN ACCOUNT showing the Liabilities and Assets - - - - -

Dr.		LIABILITIES.	
		£. s. d.	£. s. d.
	Brought forward - - -	79,630 1 2	534,471 18 10
To SUMS RECEIVED INTO THE TREASURY CHEST, FOR REMITTANCE, &c.—continued.			
Due to—			
PROCEEDS OF THE SALE OF SLAVE VESSELS:			
	Deposited in the Chest in the Year 1866-67 - - - - -	217 9 6	
THE CHINESE GOVERNMENT:			
	Amount received for Remittance to that Government on Account of the late Anglo-Chinese Flotilla, in the Year 1866-67 - - -	109,424 - -	
CHINESE INDEMNITY:			
	Deposited in the Chest in the Year 1866-67 - - - - -	27,225 16 6	
CHINESE INDEMNITY FOR PRISONERS, &c.:			
	Deposited in the Chest in the Year 1861-62 - - - - -	10 8 4	
JAPANESE INDEMNITY:			
	Deposited in the Chest in the Year 1864-65 - - - - -	5 9	
	Ditto - - ditto - 1866-67 - - - - -	68,531 5 -	
		68,531 10 9	
SERVICES IN CHINA AND JAPAN:			
	Deposited in the Chest in the Year 1866-67 - - - - -	9,562 10 -	
CIVIL CONTINGENCIES:			
	Deposited in the Chest in the Year 1866-67 - - - - -	614 16 5	
COLONIAL GOVERNMENTS:			
	Sums received on their Account, not yet repaid:	£. s. d.	
	Gibraltar - - - { deposited in the Chest in the Year - 1866-67 }	5,218 15 -	
	Hong Kong - - - ditto - 1866-67	4,324 3 3	
	Jamaica - - - ditto - 1866-67	823 4 7	
	Malta - - - ditto - 1866-67	22,000 - -	
	St. Helena - - - ditto - 1866-67	878 7 5	
	Victoria - - - ditto - 1861-62	13 1 4	
	Ditto - - - ditto - 1862-63	16 2 2	
	Ditto - - - ditto - 1866-67	14,000 - -	
		47,273 13 9	
	Carried forward - - - £.	342,490 6 5	534,471 18 10

- - - - - of the Treasury Chest, on the 31st March 1867—continued.

A S S E T S.				Cr.					
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Brought forward - - -	-	-	-	676,524	10	7	1,124,433	-	6 ³ / ₄
BY ADVANCES FROM THE TREASURY CHEST—continued.									
Due from VOTES OF PARLIAMENT for the following Services—continued.									
MISCELLANEOUS ESTIMATES.									
CIVIL ESTABLISHMENTS.									
Bermuda - advanced in the Year 1866-67	688	6	8						
Clergy in North America ditto - 1866-67	2,553	19	4						
Indian Department, Canada ditto - 1866-67	864	12	10						
Governors, West Indies, &c. ditto - 1866-67	565	8	3						
Stipendiary Justices - ditto - 1866-67	6,040	4	2						
Western Coast of Africa - ditto - 1866-67	2,000	-	-						
St. Helena - - - ditto - 1849	1,571	4	-						
Ditto - - - ditto - 1866-67	1,190	-	-						
Orange River Territory - ditto - 1866-67	300	-	-						
Pitcairn's Islanders - - ditto - 1866-67	319	11	8						
Freight of Specie for } ditto - 1866-67	535	-	7						
Treasury Chests - }									
Captured Negroes, } - ditto - 1866-67	9,833	7	3						
support, &c. - }									
Services in China } - ditto - 1866-67	113,273	4	2						
and Japan - }									
				139,734	18	11			
CONVICT SERVICES, advanced in the Year 1866-67	-	-	-	115,111	19	1			
MINERALOGICAL SURVEY, { advanced in the }									
WEST INDIES - - - { Year 1865-66 }	533	9	11						
Ditto - ditto - ditto 1866-67	344	3	4						
				877	13	3			
LIGHTHOUSES ABROAD - ditto - 1866-67	-	-	-	1,205	17	5			
LOCAL PENSIONS, CANADA, - ditto - 1866-67	-	-	-	124	17	1			
SUPERANNUATION ALLOWANCES, ditto - 1866-67	-	-	-	8,262	10	11			
IRISH CONSTABULARY PENSIONS, ditto - 1866-67	-	-	-	1,817	-	10			
Due from REVENUE DEPARTMENTS:									
Advances on account of the Customs in the Year - - - - 1865-66	-	1	2						
Ditto - ditto - ditto 1866-67	3,103	17	2						
Ditto - Inland Revenue ditto 1866-67	867	8	10						
Ditto - Post Office - ditto 1866-67	4,642	4	-						
				8,613	11	2			
Carried forward - - - £.				952,272	19	3	1,124,433	-	6 ³ / ₄

AN ACCOUNT showing the Liabilities and Assets - - - - -

<i>Dr.</i>		LIABILITIES.	
		£. s. d.	£. s. d.
	Brought forward - - -	342,490 6 5	534,471 18 10
To SUMS RECEIVED INTO THE TREASURY CHEST, FOR REMITTANCE, &c.— <i>continued.</i>			
Due to—			
HER MAJESTY'S EXCHEQUER:			
Amount realised for the Rent of Coal Mines in Tas- mania, and for Rent of Gunpowder in Western Australia; paid into the chests by Convict Ac- countants.		£. s. d.	
In the year 1865-66	- - - - -	210 15 11	
Ditto 1866-67	- - - - -	226 2 4	
		436 18 3	
Amount realised in the year 1866-67 on account of the Sale and Rent of Land, Fees, Fines, and Forfeitures, &c.; paid over by Consular Officers in China and Japan - - - - -		15,203 4 3	
WAR WITH CHINA:			
Balance of Votes for extraordinary expenses - - - - -		32,657 19 5	
Due on Account of Various SMALL DEPOSITS - - - - -		1,684 2 -	
			392,472 10 4
TOTAL LIABILITIES - - - - -		- - -	926,944 9 2
To BALANCE, being the Surplus of Assets available for carrying on the Service of the Chest, on 31st March 1867 - - - - -		- - -	1,300,000 - -
		£.	2,226,944 9 2

- - - - - of the Treasury Chest, on the 31st March 1867—continued.

A S S E T S.			Cr.	
	£.	s. d.	£.	s. d.
Brought forward - - -	952,272	19 3	1,124,433	- 6½
By ADVANCES FROM THE TREASURY CHEST—continued.				
Due from the SECRETARY of STATE for INDIA in Council:	£.	s. d.		
Advances for Pensions, &c., in the year 1866-67	-	- -	620	13 1
Due from COLONIAL FUNDS:				
Advances on account of the following Colonies:				
British Kaffraria, advanced in the Year - - - - - 1857-58	2,831	- -		
Canada - - ditto - - 1866-67	1,452	- 4		
Cape of Good Hope ditto - - 1866-67	64	9 7		
Ceylon - - ditto - - 1866-67	18,553	16 5½		
Hong Kong- - ditto - - 1866-67	5,000	- -		
Victoria - - ditto - - 1857-58	170	4 5		
			28,071	10 9½
Due on account of Advances connected with the WAR in CHINA, 1840-43:				
Advanced in the Year - - - 1846-47	22,423	3 2		
Ditto - - - - - 1847-48	12,722	6 7		
Ditto - - - - - 1848-49	1,191	15 10		
			36,337	5 7
Due in respect of Advances in China on account of INDIAN Troops between 1856-57 and 1861-62 - - - - -			77,021	11 5
Due from the CONSOLIDATED FUND:				
Advances for Pensions in the year 1866-67 - - - - -			38	6 2
Due on account of Advances to Major Crossman, R.E., engaged on a Special Mission in China and Japan - - - - -			7,237	15 -
Due on account of various SMALL ADVANCES - - - - -			911	7 4
			1,102,511	8 7½
	£.		2,226,944	9 2

Exchequer and Audit Department,
12 March 1868.

Charles L. Ryan.

EXPLANATORY STATEMENT of the CASH BALANCE on the 31st MARCH 1867.

	Number of Chests at each Station among which the Balance is divided.	Cash in the Hands of Treasury Chest Officers.	Add Money in Transit.	TOTAL.	Deduct Outstanding Remittances, to which the foregoing Balances are liable.	Net Balance as shown in the foregoing Account, at page 9.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Her Majesty's Paymaster General	1	471,243 8 2	- - -	471,243 8 2	- - -	471,243 8 2
The Treasury Chest Officer at						
Bahamas - - - -	1	6,192 4 9	- - -	6,192 4 9	- - -	6,192 4 9
Bermuda - - - -	2	22,778 15 4	- - -	22,778 15 4	- - -	22,778 15 4
Canada - - - -	6	84,617 5 4	- - -	84,617 5 4	4 12 9	84,612 12 7
Cape of Good Hope - -	5	29,756 12 6	- - -	29,756 12 6	464 2 8	29,292 9 10
China and Japan - -	2	178,208 19 2	- - -	178,208 19 2	4 4 8	178,204 14 6
Gambia - - - -	1	5,745 19 2	- - -	5,745 19 2	- - -	5,745 19 2
Gibraltar - - - -	1	15,998 16 7	- - -	15,998 16 7	- - -	15,998 16 7
Gold Coast - - - -	1	3,572 11 3	- - -	3,572 11 3	- - -	3,572 11 3
Honduras - - - -	1	4,489 16 5	- - -	4,489 16 5	- - -	4,489 16 5
Lagos - - - -	1	748 - -	- - -	748 - -	- - -	748 - -
Malta - - - -	1	35,284 5 5	- - -	35,284 5 5	- - -	35,284 5 5
Mauritius - - - -	2	19,013 11 10	- - -	19,013 11 10	- - -	19,013 11 10
Newfoundland - - -	1	146 19 2	- - -	146 19 2	- - -	146 19 2
New Zealand - - -	3	21,333 7 6	- - 8	21,333 8 2	6 10 -	21,326 18 2
Nova Scotia and New Bruns- wick - - - -	3	74,970 16 -	10,000 - -	84,970 16 -	- 14 10	84,970 1 2
St. Helena - - - -	1	10,187 9 9	73 12 6	10,261 2 3	- - -	10,261 2 3
Sierra Leone - - -	1	4,229 18 11	- - -	4,229 18 11	- - -	4,229 18 11
Tasmania - - - -	1	7,962 1 -	- - -	7,962 1 -	- - -	7,962 1 -
Victoria, New South Wales, and South Australia -	3	30,636 9 7	21,004 14 2	51,641 3 9	- - -	51,641 3 9
Western Australia - -	2	11,481 6 2	- - -	11,481 6 2	11 18 7	11,469 7 7
TOTAL - - -	40	1,038,598 14 -	31,078 7 4	1,069,677 1 4	492 3 6	1,069,184 17 10
Add, Outstanding Balances due by Treasury Chest Officers, and others - - -						94 2 3
Deduct—For the West Indies :					£. s. d.	1,069,279 - 1
Amount overdrawn upon the Colonial Bank - - - -					1,719 11 8	
Outstanding Remittances - - - -					5 18 6	
					1,725 10 2	
Less money in transit - - - -					132 2 10	
Net for the West Indies - - - -					1,593 7 4	
For Outstanding Drafts :						
Ionian Islands - - - -					- 18 7	
Turkey and the Crimea - - - -					166 14 3	
					167 12 10	
NET BALANCE - - -					£.	1,761 - 2
						1,067,517 19 11

AN ACCOUNT prepared by the COMPTROLLER and AUDITOR GENERAL, pursuant to Act 24 & 25 Vict. c. 127, showing all the DEBTS due on the closing of the ANNUAL ABSTRACT ACCOUNT to the TREASURY CHEST FUND, then Outstanding; which were so Due and Outstanding on the 31st day of March 1866.

LIABILITIES.

To TREASURY BILLS:				£.	s.	d.	£.	s.	d.
Amount of Bills drawn by Treasury Chest Officers Abroad Outstanding:									
Drawn in the Year 1846-47	-	-	-	895	8	3			
Ditto	-	1850-51	-	100	-	-			
Ditto	-	1851-52	-	61	-	-			
Ditto	-	1852-53	-	250	-	-			
Ditto	-	1853-54	-	69	5	3			
Ditto	-	1854-55	-	111	2	11			
Ditto	-	1856-57	-	25	-	-			
Ditto	-	1859-60	-	50	-	-			
Ditto	-	1860-61	-	150	-	-			
Ditto	-	1861-62	-	430	2	6			
Ditto	-	1862-63	-	839	17	5			
Ditto	-	1863-64	-	1,798	-	-			
Ditto	-	1864-65	-	922	-	-			
Ditto	-	1865-66	-	2,860	-	-			
							8,561	16	4
To SUMS RECEIVED INTO THE TREASURY CHEST, FOR REMITTANCE, &c.:									
Due to—									
THE BOARD OF ADMIRALTY:				£.	s.	d.			
Old Stores, &c., Sold:									
Deposited in the Chest in the Year 1864-65	-			649	6	8			
Ditto	-	ditto	- 1865-66	237	-	-			
							886	6	8
THE POSTMASTER GENERAL:									
Revenue, &c., paid into Chests abroad.									
Deposited in the Chest in the Year 1864-65	-			443	18	10			
Ditto	-	ditto	- 1865-66	2,263	14	6			
							2,707	13	4
CHINESE INDEMNITY FOR PRISONERS, &c.:									
Deposited in the Chest in the Year 1861-62	-	-	-	10	8	4			
JAPANESE INDEMNITY:									
Deposited in the Chest in the Year 1864-65	-	-	-	-	5	9			
COLONIAL GOVERNMENTS:									
Sums received on their Account, not yet repaid:				£.	s.	d.			
Victoria	-	{ Deposited in the Chest in }		13	1	4			
		{ the Year - 1861-62 - }							
Ditto	-	ditto - 1862-63	-	16	2	2			
							29	3	6
HER MAJESTY'S EXCHEQUER:									
Amount realized in the year 1865-66, for the Rent of Coal-mines in Tasmania, and of Gunpowder in Western Australia, paid into the Chest by Convict Accountants							210	15	11
Carried forward				£.			3,844	13	6
							8,561	16	4

AN ACCOUNT prepared by the Commissioners for Auditing the Public Accounts, &c.—continued.

ASSETS.

				£.	s.	d.	£.	s.	d.
BY ADVANCES FROM THE TREASURY CHEST:									
Due from VOTES OF PARLIAMENT for the following Services:									
ARMY:				£.	s.	d.			
Non-effective Services, advanced in the Year 1865-66				-	-		28	-	-
NAVY:									
Effective Services, advanced in the Year 1864-65				-	-	-	30	-	6
MISCELLANEOUS ESTIMATES:									
Civil Establishment of St. Helena, advanced in the year 1849 (Chest Account, 1865-6.)				-	-	-	1,571	4	-
Mineralogical Survey, West Indies, advanced in the year 1865-6							533	9	11
Due from REVENUE DEPARTMENTS:									
Advances on account of the Customs in the year 1865-6				-	-		-	1	2
Due from COLONIAL FUNDS:									
Advances on account of the following Colonies:				£.	s.	d.			
British Kaffraria, advanced in the Year 1857-58				2,831	-	-			
Victoria - - - - ditto 1857-58				170	4	5			
							3,001	4	5
Due on Account of ADVANCES CONNECTED WITH THE WAR IN CHINA, 1840-43:				£.	s.	d.			
In the Year - - - - 1846-47				22,423	3	2			
Ditto - - - - 1847-48				12,722	6	7			
Ditto - - - - 1848-49				1,191	15	10			
							36,337	5	7
Carried forward - - - £.							41,501	5	7

AN ACCOUNT prepared by the Commissioners for Auditing the Public Accounts, &c.—*continued.*A S S E T S—*continued.*

	£.	s.	d.	£.	s.	d.
Brought forward - - -	41,501	5	7	—		
By Advances from the Treasury Chest— <i>continued.</i>						
DUE IN RESPECT OF ADVANCES IN CHINA ON ACCOUNT OF INDIAN TROOPS, between 1856-57 and 1861-62 - - - - -	77,021	11	5			
DUE ON ACCOUNT OF VARIOUS SMALL ADVANCES:						
Greek Government, advanced in the year 1863-64 - - - -	1	—	10			
DUE IN RESPECT OF OUTSTANDING CASH BALANCES:						
	£.	s.	d.			
From J. R. R. Lilburn, R.N., over payments of Pension at Bermuda, in 1859-60 and 1860-61, to be repaid by annual instalments of 5 l. - - - - -	11	14	9			
From Deputy Commissary General E. Strickland, disallowance on his Final Account for Service in Victoria and New South Wales, to be repaid at that station by monthly instalments of 1 l. - - - -	5	8	—			
	17	2	9			
				118,541	—	7
TOTAL ASSETS - - - - £.				118,541	—	7

Exchequer and Audit Department, }
12 March 1868.

Charles L. Ryan.

No. 1.

RETURN, pursuant to Act 24 & 25 Vict. c. 127, s. 3, showing the Special Warrants (or Authorities) issued by Officers commanding Her Majesty's Troops at Foreign Stations, for Advances or Payments from TREASURY CHESTS, between 1st April 1866 and 31st March 1867, not contemplated in the Regulations for the ordinary Service at the Stations.

STATION.	AMOUNT OF PAYMENTS.		DESCRIPTION OF SERVICE.
	£.	s. d.	
Canada - - - -	4,748	15 11	Advances for the Hire of Gunboats, &c., on the River St. Lawrence, towards the reimbursement of which a sum of 4,058 l. 7 s. 9 d. has been received from the Provincial Government of Canada.
Ceylon - - - -	7	19 -	Advance for a Telegraphic Message sent by Colonel Ord to the Secretary of State for the Colonies, subsequently repaid in this country.
Jamaica - - - -	1,743	7 -	Advances for the Expenditure of the Royal Commissioners appointed to inquire into the Disturbances in Jamaica.

Exchequer and Audit Department, }
12 March 1868.

Charles L. Ryan.

No. 2.

RETURN, pursuant to Act 24 & 25 Vict. c. 127, s. 3, showing the Special Warrants (or Authorities) issued by Officers commanding Her Majesty's Troops at Foreign Stations, for Advances or Payments from TREASURY CHESTS, between 1st April and 31st December 1867, not contemplated in the Regulations for the ordinary Service at the Stations (so far as can be ascertained from the latest Accounts received.)

STATION.	AMOUNT OF PAYMENTS.		DESCRIPTION OF SERVICE.
	£.	s. d.	
Gold Coast - - -	600	- -	Advanced to the Colonial Government, under a General Order of the Acting Administrator of the Gold Coast.
West Indies - - -	10	- -	An Advance of Travelling Expenses to Mr. W. B. Stephens, upon his Appointment as Chief Engineer of Her Majesty's Steam Sloop "Sphinx." This Advance was made under the authority of the Governor of Barbadoes to enable Mr. Stephens to join his ship at Halifax, and was subsequently repaid at that Station.

Note.—The Accounts of the following Stations have only been received up to the dates set against them :

Cape of Good Hope, to 30th November 1867.
China and Japan, to 31st October 1867.
New Zealand, to 30th November 1867.
Tasmania, to 30th November 1867.
Victoria, New South Wales, and South Australia,
to 30th November 1867.
Western Australia, to 30th November 1867.

No Accounts have been received from Ceylon since February 1867.

By Order of the Board,

Exchequer and Audit Department, }
12 March 1868.

Charles L. Ryan.

TREASURY CHEST:

1866-67.

(LATE COMMISSARIAT CHEST ACCOUNT.)

AN ACCOUNT showing all the SUMS which have been Received into the TREASURY CHEST, and which have been Paid out of the same, between 1st April 1866 and 31st March 1867, and of the LIABILITIES and ASSETS of the TREASURY CHEST on the latter Day.

(Presented pursuant to Act 24 & 25 Vict. c. 127.)

*Ordered, by The House of Commons, to be Printed,
24 March 1868.*

163.

Under 3 oz.

WOODS, FORESTS, AND LAND REVENUES.

1866-67.

ABSTRACT ACCOUNTS of the COMMISSIONERS of HER MAJESTY'S
WOODS, FORESTS, and LAND REVENUES, for the Year ended on the
31st March 1867; with the REPORT of the Comptroller and Auditor
General thereon.

(Presented in pursuance of Acts 14 & 15 Vict. c. 42, s. 39, and 29 & 30 Vict. c. 39, s. 22.)

Ordered, by The House of Commons, to be Printed,
17 February 1868.

I.—ABSTRACT ACCOUNT, showing the RECEIPT and EXPENDITURE of the Commissioners
31st March 1867,

Dr.

"THE CAPITAL OF THE LAND

R E C E I P T.										Cash, &c.			Stock and other Securities.					
										£.	s.	d.	£.	s.	d.			
To Balances on the 1st April 1866										-	-	-	23,994	14	1	245,926	11	2
To RECEIPT, under the following Heads, viz.:																		
										£.	s.	d.	£.	s.	d.			
Sales of Estates, &c.				-	-	-	51,785	16	4									
Less, Debit				-	-	-	1,121	10	9									
												50,664	5	7				
Sales of Unimprovable Rents, &c.				-	-	-	10,169	7	5									
Sales of Encroachments in Wales				-	-	-	1,019	-	9									
Less, Debit				-	-	-	9	-	-									
												1,010	-	9				
Enfranchisements of Copyholds				-	-	-	5,536	13	-									
Sales of Land, &c., in the Royal Forests				-	-	-	452	6	-									
Exchanges of Land				-	-	-	125	-	-									
The Mines Account, per Act 29 & 30 Vict. c. 62				-	-	-	14,259	12	1									
Dividends of Stock (Asgill House)				-	-	-	19	19	4									
Miscellaneous Receipts				-	-	-	927	12	4									
												83,164	16	6				
To Stock, Three per Cent. Consolidated Annuities:																		
Produce of £. 100,402. 19. 2. Stock sold or transferred (<i>vide per Contra</i>)												89,095	16	5				
To Cash Invested:																		
£. 19. 19. 4. invested in Three per Cent. Reduced Annuities (Asgill House (<i>vide per Contra</i>))										-	-	-	23	4	3			
										£.	196,255	7	-	245,949	15	5		

of Her Majesty's Woods, Forests, and Land Revenues, for the Year ended on the
on Account of—

REVENUE" (per Acts 10 Geo. 4, c. 50, and 14 & 15 Vict. c. 42).

Cr.

EXPENDITURE.				Cash, &c.	Stock and other Securities.	
				£. s. d.	£. s. d.	
By EXPENDITURE under the following Heads, viz. :						
	£.	s.	d.	£.	s.	d.
Purchases of Estates, &c.	-	-	-	132,999	4	-
Less, Credit	-	-	-	34	-	-
				132,965	4	-
Redemption of Tithe Rent-charges	-	-	-	2,761	19	8
Redemption of Fixed Charges on the Land Revenues	-			462	2	-
Redemption of Land Tax	-	-	-	9,646	1	9
Advances for Permanent Improvements (per Act 29 & 30 Vict. c. 62)	-	-	-	7,647	3	1
Miscellaneous Payments	-	-	-	3,497	1	4
				156,979	11	10
By Cash Account :						
Stock Three per Cent. Consolidated Annuities, sold or transferred for £. 89,095. 16. 5. (<i>vide per Contra</i>)	-	-	-	-	-	100,402 19 2
By Stock Three per Cent. Reduced Annuities (Asgill House), cost of £. 23. 4. 3. Stock purchased (<i>vide per Contra</i>)	-	-	-	19 19 4		
By Balances on the 31st March 1867	-	-	-	39,255 15 10		145,546 16 3
				£.	196,255 7 -	245,949 15 5

II.--ABSTRACT ACCOUNT, showing the RECEIPT and EXPENDITURE of the Commissioners
31st March 1867.

Dr.

“THE INCOME OF THE LAND

[illegible]

of Her Majesty's Woods, Forests, and Land Revenues, for the Year ended on the
on Account of—

REVENUE" (per Acts 10 Geo. 4, c. 50, and 14 & 15 Vict. c. 42). Cr.

EXPENDITURE.

I.—LAND REVENUE.

	£.	s.	d.	£.	s.	d.	£.	s.	d.
By Salaries and Per-Centage of Receivers, &c. - - -	8,683	9	10						
Less, Credits - - - - -	225	18	3						
				8,457	11	7			
„ Salaries and Per-Centage of Stewards of Manors, &c. -	-	-	-	610	4	1			
„ Incidental Expenses of Receivers, &c. - - - -	488	8	8						
Less, Credits - - - - -	4	11	-						
				483	17	8			
„ Incidental Expenses of Stewards of Manors, &c. - -	-	-	-	206	2	8			
„ Surveys, &c. of Crown Property - - - - -	-	-	-	3,743	3	-			
„ Expenses connected with the Mines in Dean Forest -	949	3	5						
Less, Credits - - - - -	356	1	3						
				593	2	2			
„ Repairs and Improvements of Crown Estates - -	17,112	16	2						
Less, Credits - - - - -	7,269	19	-						
				9,842	17	2			
„ Allowances to Crown Tenants - - - - -	-	-	-	110	19	10			
„ Rates and Taxes on Crown Property (including Property Tax allowed to Crown Tenants) - - - - -	7,408	13	10						
Less, Credits - - - - -	-	-	1						
				7,408	13	9			
„ Queen's Road, Kensington - - - - -	722	14	7						
Less, Credits - - - - -	286	9	5						
				436	5	2			
„ Reclamation of Crown Lands, Isle of Man (<i>vide</i> p. 8) -	908	11	3						
Less, transferred to Capital under the Crown Lands Act, 1866 - - - - -	359	18	10						
				548	12	5			
„ Rolls Estate (per Act 1 Vict. c. 46) - - - - -	-	-	-	20	2	6			
„ Fixed Charges, Pensions, Stipends, and Allowances -	-	-	-	7,847	11	4			
„ Donations to Churches, Schools, &c. - - - - -	2,187	13	-						
Less, Credits - - - - -	2	13	7						
				2,184	19	5			
„ Miscellaneous Payments - - - - -	7,701	14	9						
Less, Credits - - - - -	260	-	-						
				7,441	14	9			
EXPENDITURE for "LAND REVENUE" - - - £.									
49,935 17 6									

II.—WINDSOR PARKS AND WOODS.

	£.	s.	d.	£.	s.	d.
By Windsor Parks and Woods, for Expenditure - - - -	22,625	12	2			
Less, Credits - - - - -	431	4	2			
				22,194	8	-
Carried forward - - - £.				72,130	5	6

Dr.		II.—ABSTRACT ACCOUNT of the “INCOME of the LAND REVENUE,”	
			£. s. d.
		Brought forward - - -	450,969 1 -
III.—ROYAL FORESTS AND WOODLANDS.			
		£. s. d.	
To New Forest - - - - -		15,392 10 3	
„ Dean Forest - - - - -		8,484 8 6	
„ Highmeadow Woods - - - - -		2,372 18 8	
		£. s. d.	
„ Alice Holt Woods - - - - -		3,112 11 2	
Less, Debit - - - - -		50 12 4	
		3,061 18 10	
„ Woolmer Estate - - - - -		690 13 2	
„ Bere Woods - - - - -		2,174 4 7	
„ Parkhurst Woods - - - - -		311 4 5	
„ Hazleborough Wood - - - - -		796 6 2	
„ Salcey Wood - - - - -		1,588 4 7	
		£. s. d.	
„ Delamere Woods - - - - -		6,098 1 8	
Less, Debit - - - - -		935 12 2	
		5,162 9 6	
„ Chopwell Woods - - - - -		190 2 3	
		RECEIPT from “ROYAL FORESTS and WOODLANDS” - - - £.	40,225 - 11
		£.	491,194 1 11

AN ACCOUNT, showing the RECEIPT and EXPENDITURE of the Commissioners of Her Majesty's
Act 14 & 15 Vict.

“An Act to extinguish the Right of the Crown to Deer in the *New Forest*, and to give
under the Act 17 & 18 Vict. c. 49, intituled, “An Act for

(Note.—This Account is inserted in explanation of its Balances, which are

Dr.	
RECEIPT.	
To Receipt in 1866-67 - - - - -	£. s. d.
	543 10 -
	£. 543 10 -

for the Year ended on the 31st March 1867—continued.

Cr.

										£.	s.	d.
Brought forward - - -										72,180	5	6
III.—ROYAL FORESTS AND WOODLANDS.												
										£.	s.	d.
By New Forest - - - - -	-	-	-	-	-	-	-	-	-	11,835	2	7
„ Dean Forest - - - - -	-	-	-	-	-	-	-	-	-	5,806	10	6
„ Highmeadow Woods - - - - -	-	-	-	-	-	-	-	-	-	1,976	8	6
										£.	s.	d.
„ Alice Holt Woods - - - - -	-	-	-	-	-	-	-	-	-	1,525	10	8
Less, Credits - - - - -	-	-	-	-	-	-	-	-	-	421	12	4
										1,103	18	4
„ Woolmer Estate - - - - -	-	-	-	-	-	-	-	-	-	78	17	8
„ Bere Woods - - - - -	-	-	-	-	-	-	-	-	-	784	10	11
„ Parkhurst Woods - - - - -	-	-	-	-	-	-	-	-	-	292	16	1
„ Hazleborough Wood - - - - -	-	-	-	-	-	-	-	-	-	345	14	-
„ Salcey Wood - - - - -	-	-	-	-	-	-	-	-	-	888	10	11
										£.	s.	d.
„ Delamere Woods - - - - -	-	-	-	-	-	-	-	-	-	2,767	16	2
Less, Credits - - - - -	-	-	-	-	-	-	-	-	-	1,092	16	8
										1,674	19	6
„ Epping Forest - - - - -	-	-	-	-	-	-	-	-	-	50	-	-
Chopwell Woods - - - - -	-	-	-	-	-	-	-	-	-	430	1	3
EXPENDITURE for “ROYAL FORESTS and WOODLANDS” - - -										£.		
										25,217	10	3
By Consolidated Fund: -----										97,347	15	9
For Amount paid over to the Exchequer in 1866-67, as Surplus Income - - -										330,000	-	-
										427,347	15	9
By Balance on the 31st March 1867 (Net available) - - - - -										63,846	6	2
										£.	491,194	1 11

Woods, Forests, and Land Revenues, for the Year ended on the 31st March 1867, under the c. 76, intituled,—

Compensation in lieu thereof, and for other Purposes relating to the said Forest,” and the Settlement of Claims upon and over the *New Forest*.”

included in the Net Available Balances of Income, at pages 4 and 7.)

Cr.

EXPENDITURE.										£.	s.	d.
By Balance on the 1st April 1866 - - - - -	-	-	-	-	-	-	-	-	-	501	6	3
„ Expenditure in 1866-67 - - - - -	-	-	-	-	-	-	-	-	-	41	8	-
„ Capital of the Land Revenue: For Transfer of the Balance of this Account as directed by the 30th section of the Act 17 & 18 Vict. c. 49 - - - - -	-	-	-	-	-	-	-	-	-	-	15	9
										£.	543	10 -

AN ACCOUNT, showing the RECEIPT and EXPENDITURE of the Commissioners of Her
under the Act 14 & 15 Vict. c. 43, intituled, "An Act for

Dr.

(Note.—This Account is inserted in explanation of its Balances, which are

R E C E I P T.		£.	s.	d.
To Balance on the 1st April 1866	- - - - -	999	10	-
		£.	999	10 -

AN ACCOUNT, showing the RECEIPT and EXPENDITURE of the Commissioners of Her
under the Act 16 & 17 Vict. c. 42, intituled, "An Act for

Dr.

(Note.—This Account is inserted in explanation of its Balances, which are

R E C E I P T.		£.	s.	d.
To Balance on the 1st April 1866	- - - - -	2,427	6	10
		£.	2,427	6 10

AN ACCOUNT, showing the RECEIPT and EXPENDITURE of the Commissioners of
31st March 1867,

"THE RECLAMATION and IMPROVEMENT

Dr.

R E C E I P T.		£.	s.	d.
To Receipt in 1866-67	- - - - -	890	-	1
		£.	890	- 1

AN ACCOUNT, showing the RECEIPT and EXPENDITURE of the Commissioners of
31st March 1867,

"THE RECLAMATION of CROWN

Dr.

R E C E I P T.		£.	s.	d.
To Receipt in 1866-67	- - - - -	49	8	11
To Income of the Land Revenue:				
For Transfer of the Net Expenditure as a final Charge against the Income of the Land Revenue, per Treasury Authority, dated 21st January 1864. (<i>Vide</i> p. 5)	-	908	11	3
		£.	958	- 2

Majesty's Woods, Forests, and Land Revenues, for the Year ended on the 31st March 1867,
Disafforesting the Forest of *Hainault*, in the County of *Essex*."

included in the Net Available Balances of Income, at pages 4 and 7.) Cr.

EXPENDITURE.													£.	s.	d.
By Expenditure in 1866-67	-	-	-	-	-	-	-	-	-	-	-	-	108	1	2
By Balance on the 31st March 1867	-	-	-	-	-	-	-	-	-	-	-	-	891	8	10
													£.	999	10 -

Majesty's Woods, Forests, and Land Revenues, for the Year ended on the 31st March 1867,
Disafforesting the Forest of *Whittlewood*, otherwise *Whittlebury*."

included in the Net Available Balances of Income, at pages 4 and 7.) Cr.

EXPENDITURE.													£.	s.	d.
By Expenditure in 1866-67	-	-	-	-	-	-	-	-	-	-	-	-	157	18	9
By Balance on the 31st March 1867	-	-	-	-	-	-	-	-	-	-	-	-	2,269	8	1
													£.	2,427	6 10

Her Majesty's Woods, Forests, and Land Revenues, for the Year ended on the
on Account of—

of Portions of the DELAMERE ESTATE." Cr.

EXPENDITURE.													£.	s.	d.
By Expenditure in 1866-67	-	-	-	-	-	-	-	-	-	-	-	-	236	15	-
By Income of the Land Revenue:															
For Transfer of the Balance of this Account, as a Credit to the Income of the Land Revenue	-	-	-	-	-	-	-	-	-	-	-	-	653	5	1
													£.	890	- 1

Her Majesty's Woods, Forests, and Land Revenues, for the Year ended on the
on Account of—

LANDS in the ISLE of MAN." Cr.

EXPENDITURE.													£.	s.	d.
By Expenditure in 1866-67	-	-	-	-	-	-	-	-	-	-	-	-	958	-	2
													£.	958	- 2

31st March 1867,

“DRAINING, or otherwise Improving the

R E C E I P T.										Cash, &c.			Exchequer Bills.										
										£.	s.	d.	£.	s.	d.								
To Balances on the 1st April 1866										-	-	-	-	-	-	-	860	4	7	5,000	-	-	
To Receipt in 1866-67										-	-	-	-	-	-	-	-	192	1	8	—		
										£.							1,052	6	3	5,000	-	-	

31st March 1867.

Dr.

R E C E I P T.											Cash.			Stock.		
											£.	s.	d.	£.	s.	d.
To Balance on the 1st April 1866 - - - - -											-	-	-	16,666	13	4
To Receipt in 1866-67 - - - - -											491	13	4	—		
											491	13	4	16,666	13	4

31st March 1867,

Dr.

RECEIPT.	CHRISTCHURCH.		HOLY TRINITY,		ST. PAUL.		CINDERFORD.	
	Cash.	Stock.	Cash.	Stock.	Cash.	Stock.	Cash.	Stock.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
To Balances on the 1st April 1866 -	63 12 6	333 6 8	47 2 8	333 6 8	6 12 9	333 6 8	7 18 1	333 6 8
To Receipt in 1866-67 - - -	10 - -	- -	10 - -	- -	10 - -	- -	10 - -	- -
Cash - - - £.	73 12 6		57 2 8		16 12 9		17 18 1	
Stock - - - £.		333 6 8	- -	333 6 8	- -	333 6 8	- -	333 6 8

of Her Majesty's Woods, Forests, and Land Revenues, for the Year ended on the
on Account of—

NEW FOREST" (per Act 8 & 9 Vict. c. 93). Cr.

EXPENDITURE.	Cash, &c.	Exchequer Bills.
	£. s. d.	£. s. d.
By Expenditure in 1866-67 - - - - -	40 12 6	—
By Balances on the 31st March 1867 - - - - -	1,011 13 9	5,000 - -
£.	1,052 6 3	5,000 - -

of Her Majesty's Woods, Forests, and Land Revenues, for the Year ended on the
on Account of—

CHURCHES of NEWBOROUGH, in the County of Northampton, and of SUNK ISLAND, in
(per Act 1 Will. 4, c. 59). Cr.

EXPENDITURE.	Cash.	Stock.
	£. s. d.	£. s. d.
By Expenditure in 1866-67 - - - - -	491 13 4	—
By Balance on the 31st March 1867 - - - - -	- - -	16,666 13 4
£.	491 13 4	16,666 13 4

of Her Majesty's Woods, Forests, and Land Revenues, for the Year ended on the
on Account of—

Christchurch, Holy Trinity, St. Paul, and Cinderford, in DEAN FOREST, in
(per Act 5 & 6 Vict. c. 65). Cr.

EXPENDITURE.	CHRISTCHURCH.		HOLY TRINITY.		ST. PAUL.		CINDERFORD.	
	Cash.	Stock.	Cash.	Stock.	Cash.	Stock.	Cash.	Stock.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
By Expenditure in 1866-67 - -	18 2 -	- -	19 7 6	—	—	—	—	—
By Balances on the 31st March 1867 -	55 10 6	333 6 8	37 15 2	333 6 8	16 12 9	333 6 8	17 18 1	333 6 8
Cash - - - £.	73 12 6		57 2 8		16 12 9		17 18 1	
Stock - - - £.		333 6 8	- -	333 6 8	- -	333 6 8	- -	333 6 8

VI.—ABSTRACT ACCOUNT, showing the RECEIPT and EXPENDITURE of the Commissioners
31st March 1867,

VOTE, “SALARIES and EXPENSES in the

Dr. The unexpended Balance shown on the Account of Vote “Salaries and Expenses in the Office of Woods, &c.,”

CIVIL SERVICE ESTIMATES. CLASS 2. VOTE 13.

	£.	s.	d.
To Amount granted for the Service of the Year 1866-67 (per Act 29 & 30 Vict. c. 91), and issued from the Exchequer - - - - -	28,815	-	-
	£.	28,815	- -

VII.—ABSTRACT ACCOUNT, showing the RECEIPT and EXPENDITURE of the Commissioners
31st March 1867,

Dr. VOTE, “LANDED ESTATES RECORD OFFICES” (Office

CIVIL SERVICE ESTIMATES. CLASS 2. VOTE 34.

	£.	s.	d.
To Balance on the 1st April 1866 - - - - -	435	2	3
To Amount granted for the Service of the Year 1866-67 (per Act 29 & 30 Vict. c. 91), and issued from the Exchequer - - - - -	1,304	-	-
	£.	1,739	2 3

of Her Majesty's Woods, Forests, and Land Revenues, for the Year ended on the
on Account of—

Office of Woods, &c." (per Appropriation Act).

for the Year ended on the 31st March 1866, has been surrendered.

Cr.

CIVIL SERVICE ESTIMATES. CLASS 2. VOTE 13.

By Expenditure in 1866-67; viz.—	£.	s.	d.
Salaries, &c. - - - - -	14,189	3	4
Ireland - - - - -	1,231	5	-
Allowances to Clerks for extra duty - - - - -	1	9	-
Pay of Persons temporarily employed - - - - -	1,428	2	5
Legal Expenses - - - - -	10,390	12	7
Contingencies - - - - -	670	12	1
	£.	27,911	4 5
By BALANCE of the Grant for 1866-67, unexpended on the 31st March 1867, and to be surrendered - -		903	15 7
	£.	28,815	- -

of Her Majesty's Woods, Forests, and Land Revenues, for the Year ended on the
on Account of—

in London) (per Appropriation Act).

Cr.

CIVIL SERVICE ESTIMATES. CLASS 2. VOTE 34.

By Expenditure in 1866-67; viz.—	£.	s.	d.
Salaries, &c. - - - - -	1,370	4	2
Pay of Persons temporarily employed - - - - -	345	16	11
Contingencies - - - - -	13	16	1
	£.	1,729	17 2
By BALANCE on the 31st March 1867 - - - - -		9	5 1
	£.	1,739	2 3

VIII.—GENERAL ABSTRACT of the Accounts of the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, for the Year ended on the 31st March 1867.

BALANCES, 1st April 1866.					RECEIPTS.		Page of Account.	TITLES OF THE ACCOUNTS.	Page of Account.	PAYMENTS.		BALANCES, 31st March 1867.					
SECURITIES.		PERSONS, &c.		CASH.	Securities Purchased.	CASH.				CASH.	Securities Sold.	CASH.		PERSONS, &c.		SECURITIES.	
Exchequer Bills.	Stock.	Drs.	Crs.									Drs.	Crs.	Drs.	Crs.	Stock.	Exchequer Bills.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.				£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
—	245,926 11 2	11,151 15 —	151 12 7	12,994 11 8	23 4 3	{ 83,164 16 6 } { 89,095 16 5 } Stock sold.	2	LAND REVENUE : CAPITAL (Per Acts 10 Geo. 4, c. 50, and 14 & 15 Vict. c. 42)	3	{ 156,979 11 10 } { 19 19 4 } Cash invested.	100,402 19 2	23,916 2 7	—	15,512 2 7	172 9 4	145,546 16 3	
—	—	8,219 1 5	6,916 8 8	57,435 5 7	—	—	4	INCOME (Per Acts 10 Geo. 4, c. 50, and 14 & 15 Vict. c. 42)	5	{ 97,347 15 9 } { 330,000 — — } Paid into the Con- solidated Fund.	—	64,936 15 4	—	5,937 14 9	7,028 3 11	—	
5,000	—	72 15 —	—	787 9 7	—	—	10	NEW FOREST DRAINAGE (Per Act 8 & 9 Vict. c. 93)	11	40 12 6	—	959 11 3	—	52 2 6	—	5,000	
—	16,666 13 4	—	—	—	—	—	10	CHURCHES at SUNK ISLAND and NEWBOROUGH (Per Act 1 Will. 4, c. 59)	11	491 13 4	—	—	—	—	16,666 13 4	—	
—	1,333 6 8	—	—	125 6 —	—	—	10	CHURCHES IN DEAN FOREST (Per Act 5 & 6 Vict. c. 65)	11	37 9 6	—	127 16 6	—	—	1,333 6 8	—	
—	—	Balance sur- rendered.	—	Balance sur- rendered.	—	—	12	VOTE, "SALARIES and EXPENSES in the Office of Woods, &c." (Per Appropriation Act)	13	27,911 4 5	—	684 4 —	—	240 3 9	20 12 2	—	
—	—	—	—	435 2 3	—	—	12	VOTE, "LANDED ESTATES RECORD OFFICES" (Office in London) (Per Appropriation Act)	13	1,729 17 2	—	—	9 14 11	19 — —	—	—	
5,000	263,926 11 2	19,443 11 5	7,068 1 3	71,777 15 1	23 4 3	635,559 11 6	£.	1st April 1866.	£.	614,558 3 10	100,402 19 2	90,624 9 8	9 14 11	21,761 3 7	7,221 5 5	163,546 16 3	
								31st March 1867									
								CASH — — —		90,614 14 9	—	90,624 9 8	90,614 14 9	21,761 3 7	7,221 5 5	163,546 16 3	
								PERSONS, &c. — —		14,539 18 2	—	90,624 9 8	90,624 9 8	21,761 3 7	21,761 3 7	163,546 16 3	
								STOCK — — —		—	163,546 16 3	—	—	—	—	163,546 16 3	
								EXCHEQUER BILLS — —		—	5,000 — —	—	—	—	—	5,000 — —	
										£.	719,712 16 9	268,949 15 5					

REPORT of the COMPTROLLER and AUDITOR GENERAL upon the Accounts of the Commissioners of HER MAJESTY'S WOODS, FORESTS, and LAND REVENUES, for the Year ended the 31st of March 1867, prepared and submitted for the information of the House of Commons, in pursuance of the 37th and 39th Sections of the Act 14 & 15 Vict. c. 42, and the 22nd and 32nd Sections of the Act 29 & 30 Vict. c. 39.

THE Accounts of the Receipt and Expenditure of the Capital and of the Income of the Land Revenue, for the year ended the 31st of March 1867, which have been forwarded to me by the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, in pursuance of the 37th Section of the 14 & 15 Vict. c. 42, do not call for any particular remark.

The Account of the Receipt and Expenditure of the Grant of Parliament, for "Salaries and Expenses in the Office of Woods," for 1866-7, having also been forwarded to me, I have only to observe, that the unexpended Balance of the Grant for 1865-6 (£.189. 15. 2.) has been surrendered to the Exchequer.

	£.	s.	d.
The Grant for the year 1866-7 was - - - - -	28,815	-	-
Expenditure - - - - -	27,911	4	5
Leaving a Balance to be surrendered, of - -	£.903	15	7

W. Dunbar,

Comptroller General of the Receipt and Issue
of Her Majesty's Exchequer,
and Auditor General of Public Accounts.

Exchequer and Audit Department,
28 January 1868.

COPY of TREASURY MINUTE, dated 14 February 1868, on the foregoing Report.

MY Lords have before them the Account of the Commissioners of Woods and Forests, &c., for the year 1866-7, including the Appropriation Account of the Grant for the Office of Woods, with the Report of the Comptroller and Auditor General thereon.

This Report calls for no observation.

Let the unexpended Balance of the Grant for the Salaries, &c., of the Office of Woods for the year 1866-7, viz., £.903. 15. 7. be surrendered out of the unissued Grant for the current year.

Acquaint the Paymaster General, the Commissioners of Woods, &c., and the Comptroller and Auditor General.

Let the Account and Report, and a copy of this Minute, be laid before the House of Commons.

WOODS, FORESTS, AND LAND REVENUES.

1866-67.

ABSTRACT ACCOUNTS

OF THE

COMMISSIONERS OF HER MAJESTY'S WOODS,
FORESTS, AND LAND REVENUES,

For the Year ended 31st March 1867 ;

With the Report of the Comptroller and Auditor
General thereon.

(Presented in pursuance of Acts 14 & 15 Vict. c. 42, and
29 & 30 Vict. c. 39.)

Ordered, by The House of Commons, to be Printed,
17 February 1868.

WORKS AND PUBLIC BUILDINGS.

1866-67.

ABSTRACT ACCOUNTS of the RECEIPT and EXPENDITURE of the MONEYS
Granted or otherwise Received and Appropriated in the Department under
the Control or Management of the COMMISSIONERS of HER MAJESTY'S
WORKS AND PUBLIC BUILDINGS, in the Year ended 31st March 1867 ; with
the REPORT of the Comptroller and Auditor General thereon.

(PRESENTED PURSUANT TO ACT 29 & 30 VICT. c. 32.)

Ordered, by The House of Commons, to be Printed,
17 February 1868.

WORKS AND PUBLIC BUILDINGS.

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ABSTRACT ACCOUNTS of the RECEIPT and EXPENDITURE of the MONEYS Granted or otherwise
COMMISSIONERS of HER MAJESTY'S WORKS AND PUBLIC

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Dr.

HEADS OF SERVICE.		Receipts in 1866-67.	
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Royal Palaces. Class 1.—Vote 1. 1866-67.	Grant for the Year 1866-67 - - - - - £. 48,925 - - Supplementary Grant - - - - - 212 - -	49,137	- -
Public Buildings. Class 1.—Vote 2. 1866-67.	Grant for the Year 1866-67 - - - - - 105,437 - - Supplementary Grant - - - - - 905 - -	106,342	- -
Furniture of Public Offices. Class 1.—Vote 3. 1866-67.	Grant for the Year 1866-67 - - - - -	12,000	- -
Royal Parks, Pleasure Gardens, &c. Class 1.—Vote 4. 1866-67.	Grant for the Year 1866-67. Albert Road, Regent's Park - - - - - 1,219 - - Battersea Park - - - - - 7,400 - - Bushy Park - - - - - 2,880 - - Chelsea Hospital Grounds - - - - - 1,690 - - Chelsea Military Asylum Grounds - - - - - 137 - - Greenwich Park - - - - - 2,280 - - Ditto (Ranger's Department) - - - - - 491 - - Hampton Court Park - - - - - 699 - - Hampton Court Pleasure Gardens - - - - - 1,670 - - Hampton Court Roads - - - - - 834 - - Holyrood Park - - - - - 1,930 - - Kennington Park - - - - - 1,716 - - Kensington Gardens - - - - - 4,993 - - Kew Botanic and Pleasure Gardens - £. 20,216 Supplementary Grant - - - - - 7,000 27,216 - - Longford River - - - - - 1,046 - - Regent's Park and Primrose Hill - - - - - 7,337 - - Richmond Park - - - - - 3,116 - - Ditto (Department of the Ranger) - - - - - 2,805 - - Richmond and Kew Roads - - - - - 1,108 - - St. James's, Green, and Hyde Parks - £. 26,639 Supplementary Grant - - - - - 4,805 31,444 - - Ditto (Department of the Ranger) - - - - - 1,783 - - Victoria Park - - - - - 6,775 - -	110,574	- -
Carried forward - - - £.		278,053	- -

Received and Appropriated in the Department under the Control or Management of the
BUILDINGS, in the Year ended 31st March 1867.

- - - - - VOTES OF PARLIAMENT.

- - - - - MISCELLANEOUS ESTIMATES.

Cr.

HEADS OF SERVICE.

Expenditure
in
1866-67.Balances
on
31st March 1867.

		£.	s.	d.	£.	s.	d.	£.	s.	d.
Royal Palaces. Class 1.—Vote 1. 1866-67.	Maintenance and Repairs of Royal Palaces, &c.:									
	Palaces, &c. in the personal occupation of Her Majesty	22,844	1	10						
	Palaces, &c. partly in the personal occupation of Her Majesty	6,200	8	2						
	Palaces, &c. not in the personal occupation of Her Majesty	20,947	19	8						
	Expenses chargeable against the Vote generally	34	11	6						
					49,127	1	2	9	18	10
Public Buildings. Class 1.—Vote 2. 1866-67.	Works and Repairs, Public Buildings and Offices	26,498	8	4						
	Supply of Water to the Houses of Parliament and other Public Buildings and Offices	2,429	-	-						
	National Gallery Designs	2,105	-	-						
	Rents of Houses hired for Public Purposes	25,478	5	5						
	Expenses incurred in taking and giving up Premises hired for the accommodation of Public Departments	36	8	8						
	Payments to persons in charge of Premises taken for Public purposes, and occasional caretakers	884	12	1						
	Rates, Taxes and Insurance	8,779	6	3						
	Supply of Gas, Oil, Soap, Candles, and other House Articles	7,796	4	5						
	Supply of Coal and Firewood	10,154	17	4						
	Menai and Conway Bridges, Ordinary Repairs	379	6	7						
	Government Buildings in the Isle of Man	294	9	11						
	Carisbrook Castle, Isle of Wight	146	7	7						
	Royal, Public, and Ecclesiastical Buildings in Scotland	17,645	5	3						
	Expenses connected with the measurement of Works, and other Payments chargeable upon the Vote generally	395	18	11						
					103,023	10	9	3,318	9	3
Furniture of Public Offices. Class 1.—Vote 3. 1866-67.	For the Supply and Repairs of Furniture in the various Public Departments	11,995	3	10				4	16	2
Royal Parks, Pleasure Gardens, &c. Class 1.—Vote 4. 1866-67.	Albert Road, Regent's Park	401	1	7						
	Battersea Park	7,099	7	7						
	Bushy Park	2,677	-	4						
	Chelsea Hospital Grounds	1,511	10	9						
	Chelsea Military Asylum Grounds	132	2	1						
	Greenwich Park	2,053	8	-						
	Ditto (Ranger's Department)	719	2	8						
	Hampton Court Park	781	3	3						
	Ditto Pleasure Gardens	1,407	11	7						
	Ditto Roads	532	8	4						
	Holyrood Park	1,821	12	8						
	Kennington Park	1,390	4	4						
	Kensington Gardens	5,245	13	8						
	Kew Botanic and Pleasure Gardens	27,966	14	6						
	Longford River	783	6	8						
	Regent's Park and Primrose Hill	8,168	6	1						
	Richmond Park	3,339	15	5						
	Ditto (Department of the Ranger)	2,191	19	6						
	Richmond and Kew Roads	1,191	10	1						
	St. James's, Green, and Hyde Parks	33,061	6	3						
	Ditto (Department of the Ranger)	1,820	2	4						
	Victoria Park	5,757	11	7						
					110,052	19	3	521	-	9
Carried forward					£.	274,198	15	-	3,854	5

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—VOTES OF PARLIAMENT—MISCELLANEOUS ESTIMATES—continued.

Cr.

HEADS OF SERVICE.			Expenditure in 1866-67.	Balances on 31st March 1867.
			£. s. d.	£. s. d.
	Brought forward - - -		274,198 15 -	3,854 5 -
		£. s. d.		
Houses of Parliament. Class 1.—Vote 5. 1866-67.	Works, Fittings, &c. under the Architect -	20,549 6 6		
	Superintendence, &c. - - - - -	1,408 10 -		
	Works and Repairs necessary for the Maintenance of the Buildings - - - - -	4,859 18 4		
	Warming, Ventilating, and Lighting the Buildings, including Superintendence and Wages -	6,472 19 6		
	Supply of Gas, Oil, Lamps, &c. - - -	4,904 10 1		
	Supply of Fuel - - - - -	1,460 5 6		
	Pay of Police engaged in the Buildings - -	1,713 12 8		
	Supply and Repairs of Furniture, Fittings, &c. -	4,607 7 5		
	Supply, &c. of Hair-cloth Mats, &c. - - -	1,011 5 8		
	Winding, &c. the Great Clock - - - - -	115 - -		
	Rent, &c. of the Official Residence of the Clerk of the Parliaments - - - - -	259 10 -		
	Works of Art for the Decoration of the Palace at Westminster - - - - -	4,049 2 -		
			51,411 7 8	10,278 12 4
British Embassy Houses, Paris and Madrid. Class 1.—Vote 6. 1866-67.	<i>Embassy House, Paris :</i>			
	Works, Furniture, &c. - - - - -	921 19 6		
	Clerk of Works' Salary and Allowance - -	184 12 -		
			1,106 11 6	178 8 6
Westminster Bridge, Class 1.—Vote 8. 1866-67.	<i>Embassy House, Madrid :</i>			
	Nil - - - - -			200 - -
	Repairing Roadway (1,350 l.,) and superintending same (67 l. 10 s.) - - - - -	1,417 10 -		
	Maintaining Bridge - - - - -	124 6 9		
	Attendance of Police - - - - -	235 1 -		
	Supply of Gas and Water - - - - -	331 6 2		
	Paid Mr. Page on account of his claims for professional Services - - - - -	2,600 - -		
	Paid Mr. W. D. Graham, for measuring and making-up Accounts in 1863 - - - - -	114 9 -		
	Payments in the case of "Lucy v. the Commissioners of Works" - - - - -	1,353 16 -		
			6,176 8 11	1,348 11 1
New Foreign Office. Class 1.—Vote 9. 1866-67.	Works - - - - -	52,200 - -		
	Architect's Commission - - - - -	2,569 1 6		
	Clerk of Works' Salary and Disbursements -	229 - 4		
			54,998 1 10	8,501 18 2
Public Offices Site. Class 1.—Vote 10. 1866-67.	Purchase of Property - - - - -	22,046 - -		
	Law Costs and Surveyor's Charges - - -	504 6 7		
			22,550 8 -	35,449 12 -
Carried forward - - - £.			410,441 12 11	59,811 7 1

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—VOTES OF PARLIAMENT—MISCELLANEOUS ESTIMATES—*continued.*
Dr.

HEADS OF SERVICE.		Receipts in 1866-67.
		£. s. d.
Brought forward - - -		470,253 - -
Probate Court, London and District Registries. Class 1.—Vote 11. 1866-67.	} Grant for the Year 1866-67 - - - - -	23,500 - -
Public Record Repository. Class 1.—Vote 12. 1866-67.	} Grant for the Year 1866-67 - - - - -	27,070 - -
Nelson Column, Trafalgar Square. Class 1.—Vote 13. 1866-67.	} Grant for the Year 1866-67 - - - - -	6,000 - -
Patent Office. Class 1.—Vote 14. 1866-67.	} Grant for the Year 1866-67 - - - - -	11,600 - -
National Gallery Enlargement. Class 1.—Vote 16. 1866-67.	} Grant for the Year 1866-67 - - - - -	50,000 - -
University of London. Class 1.—Vote 17. 1866-67.	} Grant for the Year 1866-67 - - - - -	20,000 - -
Chapter House, Westminster. Class 1.—Vote 18. 1866-67.	} Grant for the Year 1866-67 - - - - -	7,000 - -
Carried forward - - - £.		615,423 - -

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—VOTES OF PARLIAMENT—MISCELLANEOUS ESTIMATES—continued.

Cr.

HEADS OF SERVICE.				Expenditure in 1866-67.	Balances on 31st March 1867.
				£. s. d.	£. s. d.
Brought forward - - -				410,441 12 11	59,811 7 1
				£. s. d.	
Probate Court, London and District Registries. Class 1.—Vote 11. 1866-67.	Rents, Rates, Lighting, Fuel, &c. - - -	-	3,247 6 8		
	Works and Repairs - - - - -	-	1,280 19 9		
	Furniture, Fittings, &c. - - - - -	-	231 4 1		
	Miscellaneous Payments - - - - -	-	587 11 6		
For Details of the above Expenditure, see page 13.				5,347 2 -	18,152 18 -
Public Record Repository. Class 1.—Vote 12. 1866-67.	Works - - - - -	-	20,178 18 5		
	Architect's Commission - - - - -	-	1,064 17 9		
	Clerk of Works' Salary and Disbursements -	-	256 10 10	21,500 7 -	5,569 13 -
Nelson Column, Trafalgar Square. Class 1.—Vote 13. 1866-67.	Paid Sir Edwin Landseer balance for the Lions	-	1,000 - -		
	Paid Baron Marochetti balance for Castings -	-	5,000 - -	6,000 - -	-
Patent Office. Class 1.—Vote 14. 1866-67.	Works - - - - -	-	7,708 - 2		
	Architect's Commission - - - - -	-	381 7 7		
	Clerk of Works' Salary and Disbursements -	-	179 12 3	8,269 - 5	3,330 19 7
National Gallery Enlargement. Class 1.—Vote 16. 1866-67.	Purchase of Property - - - - -	-	37,333 6 8		
	Law Charges - - - - -	-	1,247 7 9		
	Paid Mr. Marrable for Valuation of Property to be purchased from the Parish of St. Mar- tin-in-the-Fields - - - - -	-	414 - -		
	Paid Mr. Pennethorne for preparation of Plans and Estimates - - - - -	-	150 - -	39,144 14 5	10,855 5 7
University of London. Class 1.—Vote 17. 1866-67.	Works - - - - -	-	8,732 8 6		
	Architect's Commission - - - - -	-	425 - -		
	Clerk of Works' Salary and Disbursements -	-	96 - -	9,253 8 6	10,746 11 6
Chapter House, Westminster. Class 1.—Vote 18. 1866-67.	Works - - - - -	-	2,700 - -		
	Architect's Commission - - - - -	-	135 - -	2,835 - -	4,165 - -
Carried forward - - - £.				602,791 5 3	112,631 14 9

Dr. ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—VOTES OF PARLIAMENT—MISCELLANEOUS ESTIMATES—continued.

HEADS OF SERVICE.		Receipts in 1866-67.
		£. s. d.
Brought forward - - -		615,423 - -
Office of Works, Salaries and Expenses. Class 2.—Vote 12. 1866-67.	Grant for the Year 1866-67 - - - - -	32,226 - -
Advances for New Courts of Justice and Offices.	Grant for the Year 1866-67 - - - - -	660,000 - -
Burlington House Designs. Class 1.—Vote 33. (Supplementary Vote.) 1866-67.	Grant for the Year 1866-67 - - - - -	1,575 - -
Wellington Monument. Class 1.—Vote 34. (Supplementary Vote.) 1866-67.	Grant for the Year 1866-67 - - - - -	2,800 - -
Roads, South Kensington. Class 1.—Vote 36. (Supplementary Vote.) 1866-67.	Grant for the Year 1866-67 - - - - -	1,286 - -
		£. 1,313,310 - -

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—VOTES OF PARLIAMENT—MISCELLANEOUS ESTIMATES—continued.

Cr.

HEADS OF SERVICE.			Expenditure in 1866-67.	Balances on 31st March 1867.
			£. s. d.	£. s. d.
	Brought forward - - -		502,791 5 3	112,631 14 9
Office of Works, &c. Salaries and Expenses. Class 2.—Vote 12. 1866-67.		£. s. d.		
	Salaries of the Establishment - - - - -	25,860 13 1		
	Law Expenses - - - - -	4,927 15 9		
	Extra Clerks - - - - -	1,284 2 5		
	Office Contingencies - - - - -	525 6 1		
	Travelling and Personal Expenses of the Itine- rant Surveyors - - - - -	827 16 11		
			33,425 14 3	1,199 14 3 overdrawn.
Advances for New Courts of Justice and Offices.	Purchase of Property and Compensations - - -	386,769 - -		
	Law Costs and Surveyor's Fees - - - - -	28,563 - -		
	Paid Mr. Cape for services as Accountant re- porting on Trade Profits of Persons whose Premises were required - - - - -	879 5 -		
	Paid Mr. Pownall, Surveyor, for valuing and negotiating for the Purchase of various Pro- perties - - - - -	3,508 - -		
	Clerks' Salaries - - - - -	278 - -		
	Paid Mr. Pennethorne for Professional Services in 1864-65 - - - - -	332 6 6		
	Paid the Parish of St. Clement Danes for Poor Rates in respect of Property acquired - - -	596 15 9		
	Paid Messrs. Cottam for erection of temporary Building for Exhibition of Designs - - -	1,084 6 6		
	Payments to competing Architects - - - - -	8,800 - -		
	Miscellaneous Payments - - - - -	410 19 9		
	Repaid Civil Contingencies Amount advanced in 1863-64, 1864-65, and 1865-66 - - -	4,923 16 10		
			436,145 10 6	223,854 9 6
Burlington House Designs. Class 1.—Vote 33. (Supplementary Vote.) 1866-67.	Paid to Messrs. Banks and Barry for Plans prepared in 1859 and 1863 - - - - -		1,575 - -	—
Wellington Monument. Class 1.—Vote 34. (Supplementary Vote.) 1866-67.	Paid further Advance to Mr. Stevens - - - - -		2,800 - -	—
Roads, South Kensington. Class 1.—Vote 36. (Supplementary Vote.) 1866-67.	Payment to the Kensington Vestry of Contribution towards Repair - - - - -		1,285 9 3	- 10 9
			978,022 19 3	336,486 15 -
DEDUCT OVERDRAWN BALANCE, viz.:				
	Office of Works, &c., Salaries and Expenses - - - - -		- - -	1,199 14 3
			335,287 - 9	
		£.	1,813,310 - -	

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—continued.

BALANCES: VOTES OF PARLIAMENT, 31st March 1867.

SERVICES.	Exchequer.	Paymaster-General, Cash Balances, less Outstanding Orders.	Sub-Accountants, &c.		NET BALANCES.
			Drs.	Crs.	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Royal Palaces - - - - -	- - -	6 18 5	3 - 5	- - -	9 18 10
Public Buildings - - - - -	- - -	3,280 18 9	42 15 5	5 4 11	3,318 9 3
Furniture, Public Offices - - - - -	- - -	4 16 2	- - -	- - -	4 16 2
Royal Parks, &c. - - - - -	- - -	54 8 10	510 7 4	43 15 5	521 - 9
Houses of Parliament - - - - -	10,000 - -	278 12 4	- - -	- - -	10,278 12 4
British Embassy Houses, Paris and Madrid -	311 16 4	66 12 2	- - -	- - -	378 8 6
Westminster Bridge - - - - -	714 2 8	634 8 5	- - -	- - -	1,348 11 1
New Foreign Office - - - - -	14,000 - -	{ 5,498 1 10 } overdrawn }	- - -	- - -	8,501 18 2
Public Offices, Site - - - - -	33,000 - -	2,451 7 11	- - -	1 15 11	35,449 12 -
Probate Court and Registries - - - - -	10,843 10 10	7,309 10 6	- - -	- 3 4	18,152 18 -
Public Record Repository - - - - -	4,000 - -	1,569 13 -	- - -	- - -	5,569 13 -
Patent Office - - - - -	2,000 - -	1,330 19 7	- - -	- - -	3,330 19 7
National Gallery Enlargement - - - - -	10,000 - -	855 5 7	- - -	- - -	10,855 5 7
University of London - - - - -	13,000 - -	{ 2,253 8 6 } overdrawn }	- - -	- - -	10,746 11 6
Chapter House, Westminster - - - - -	7,000 - -	{ 135 - - } overdrawn }	- - -	2,700 - -	4,165 - -
Office of Works, &c., Salaries, &c. - - - -	- - -	{ 1,229 12 4 } overdrawn }	29 18 1	- - -	{ 1,199 14 3 } overdrawn.
Advances for New Courts of Justice and Offices	219,499 11 1	3,257 5 7	1,097 12 10	- - -	223,854 9 6
Roads, South Kensington - - - - -	- - -	- 10 9	- - -	- - -	- 10 9
	£. 324,369 - 11	21,101 8 -	1,683 14 1	2,750 19 7	336,486 15 -
Deduct Balances overdrawn - - - - -	- - -	9,116 2 8	- - -	- - -	1,199 14 3
	£. 324,369 - 11	11,985 5 4	1,683 14 1	2,750 19 7	335,287 - 9

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—continued.

DETAILED ACCOUNT of the EXPENDITURE for the PROBATE COURT, LONDON
and DISTRICT REGISTRIES, for the Year ended 31st March 1867.

Class 1, Vote 11, page 9.

REGISTRY.	Rents, Rates, Lighting, Fuel, &c.			Works and Repairs.			Furniture, Fittings, &c.			Miscellaneous. Payments.			TOTAL.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
London - - - - -	1,232	13	8	599	1	7	224	10	3	-	-	-	2,056	5	6
Bangor - - - - -	91	9	7	-	-	-	-	-	-	8	17	10	100	7	5
Birmingham - - - - -	115	17	-	18	9	11	1	1	2	23	18	6	159	6	7
Blandford - - - - -	25	2	5	41	6	3	-	-	-	2	19	-	69	7	8
Bodmin - - - - -	27	8	11	7	2	4	-	-	-	9	7	6	43	18	9
Bristol - - - - -	66	5	1	7	-	-	-	-	-	13	5	10	86	10	11
Bury St. Edmunds - - - - -	39	7	2	3	8	-	-	-	-	6	5	7	49	-	9
Canterbury - - - - -	36	13	11	4	11	4	-	-	-	10	8	-	51	13	3
Carlisle - - - - -	79	6	1	6	5	4	-	-	-	13	15	6	99	6	11
Carmarthen - - - - -	35	-	-	2	18	5	-	-	-	-	-	-	37	18	5
Chester - - - - -	154	12	2	10	5	10	-	-	-	21	13	1	186	11	1
Chichester - - - - -	57	16	6	6	17	8	-	-	-	7	11	3	72	5	5
Derby - - - - -	25	7	1	-	18	6	-	-	-	19	14	8	46	-	3
Durham - - - - -	29	7	8	10	8	-	-	-	-	19	19	5	59	15	1
Exeter - - - - -	46	16	2	45	5	5	-	-	-	18	15	-	110	16	7
Gloucester - - - - -	69	6	2	2	-	9	-	-	-	5	11	4	76	18	3
Hereford - - - - -	21	17	2	2	16	4	-	-	-	14	8	9	39	2	3
Ipswich - - - - -	41	5	-	16	6	9	-	-	-	17	12	5	75	4	2
Lancaster - - - - -	16	16	-	3	14	2	-	-	-	11	12	-	32	2	2
Leicester - - - - -	106	6	1	-	-	-	-	-	-	20	11	5	126	17	6
Lewes - - - - -	27	7	4	1	2	1	-	-	-	11	5	-	39	14	5
Lichfield - - - - -	36	1	3	9	4	4	2	10	10	16	-	9	63	17	2
Lincoln - - - - -	29	18	4	4	8	3	-	-	-	6	17	7	41	4	2
Liverpool - - - - -	13	18	10	64	9	3	-	-	-	27	11	3	105	19	4
Llandaff - - - - -	25	1	10	3	6	9	-	-	-	20	14	9	49	3	4
Manchester - - - - -	18	5	10	83	2	4	-	14	3	36	8	11	138	11	4
Newcastle-upon-Tyne - - - - -	11	-	5	10	18	2	-	-	-	5	5	10	27	4	5
Northampton - - - - -	27	18	1	6	11	-	-	-	-	8	6	6	42	15	7
Norwich - - - - -	71	5	10	93	5	10	-	-	-	15	16	1	180	7	9
Nottingham - - - - -	76	2	4	3	12	11	-	-	-	18	4	3	97	19	6
Oxford - - - - -	17	14	2	10	7	8	-	-	-	18	13	6	46	15	4
Peterborough - - - - -	125	7	-	6	18	10	2	5	-	10	8	10	144	19	8
St. Asaph - - - - -	58	14	9	4	12	11	-	-	-	13	8	8	76	16	4
Salisbury - - - - -	97	13	8	11	-	8	-	-	-	11	7	6	120	1	10
Shrewsbury - - - - -	94	16	6	38	1	6	-	-	-	17	1	6	149	19	6
Taunton - - - - -	19	8	7	4	18	1	-	2	7	16	19	2	41	8	5
Wakefield - - - - -	17	19	4	38	16	7	-	-	-	22	14	8	79	10	7
Wells - - - - -	65	17	5	37	14	4	-	-	-	18	18	1	122	9	10
Winchester - - - - -	15	6	4	25	11	5	-	-	-	12	7	6	53	5	3
Worcester - - - - -	37	17	2	28	12	3	-	-	-	20	16	2	87	5	7
York - - - - -	40	10	5	5	8	-	-	-	-	11	17	11	57	16	4
£.	3,246	19	3	1,280	19	9	231	4	1	587	11	6	5,346	14	7

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—continued.

Dr.

EXTRA RECEIPTS: VOTES OF PARLIAMENT, YEAR 1866-67.

SERVICES.			RECEIPTS in 1866-67.
RECEIPTS:	£. s. d.	£. s. d.	
Balance, 1st April 1866 - - - - -	- -	8,064 16 -	
ROYAL PALACES AND PUBLIC BUILDINGS:			
Receipts in 1866-67:			
Rents - - - - -	2,080 5 4		
Amounts received for Water supplied from the Orange-street Waterworks, viz.:	£. s. d.		
Parish of St. Martin-in-the-Fields, for watering the Streets and Supply of Water to Baths - - -	269 16 8		
Master of the Horse for Water supplied to Royal Mews - - - - -	120 - -		
War Office, for Water supplied to the Wellington and St. George's Barracks - - - - -	201 - -		
Admiralty Office - - - - -	42 10 -		
Directors of Convict Prisons for Water supplied to the Prison at Millbank - - - - -	150 - -		
Messrs. Mowlem & Co., the Contractors, for Water supplied to the Roadway, Westminster Bridge -	20 - -	803 6 8	
Sale of Old Materials - - - - -	1,506 13 10		
Amount received from occupiers of Apartments in Hampton Court Palace, in aid of Rates - - - - -	497 - -		
Received from the Lord Chamberlain for Services executed under the direction of this Board at Hampton Court Palace - - - - -	110 - -		
Received from the Lord Steward in reimbursement of Fuel supplied to person in charge of Hampton Court Stud House - - - - -	4 11 -		
Received from the Ecclesiastical Commissioners of the City of Edinburgh, being a moiety of the Insurance on the General Assembly Hall - - -	7 10 -		
Received from the Commissioners of Chelsea Hospital for extra quantity of Gas consumed by Resident Officers - - - - -	25 16 -		
Received from sundry Volunteer Rifle Corps for Gas and Attendance at Westminster Hall - - - - -	70 18 11		
Received for License to suspend Advertisements on Hoarding, King-street, Westminster - - - - -	6 - -		
Received from Messrs. Burchell for purchase of Coach-house in Great Scotland-yard - - - - -	100 - -		
		5,212 1 9	
ROYAL PARKS, PLEASURE GARDENS, &c.:			
Receipts in 1866-67:			
BATTERSEA PARK:			
Grazing Rents - - - - -	£. s. d. 41 14 3		
Sale of Land - - - - -	- 4 -	41 18 3	
Carried forward - - - £.	41 18 3	13,276 17 9	

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—continued.

EXTRA RECEIPTS: VOTES OF PARLIAMENT, YEAR 1866-67.

Cr.

S E R V I C E S.		PAYMENTS and Allowances, 1866-67.	BALANCES.
P A Y M E N T S A N D A L L O W A N C E S :		£. s. d.	£. s. d.
Payments to Her Majesty's Exchequer further on account of extra Receipts in 1864-65, being net proceeds of Sale of Land in the Rue d'Anjou, Paris		3,149 1 3	
Paid to Her Majesty's Exchequer, Balance of Net Receipts in 1865-66 -		4,915 14 9	
R O Y A L P A L A C E S A N D P U B L I C B U I L D I N G S :			
	£. s. d.		
Works at Westminster Hall, preparing for presentation of Prizes to sundry Volunteer Corps, and Wages of Men attending Overtime during Drills - - - -	30 11 -		
Receiver's Commission - - - - -	123 16 2		
Property Tax and Receipt Stamps - - - - -	11 15 5		
		166 2 7	5,045 19 2
R O Y A L P A R K S , P L E A S U R E G A R D E N S , & c . :			
	£. s. d.		
Tithe Rent-charges - - - - -	469 19 5		
Abatements allowed from Grazing Rents, Wages of Attendants, &c. - - - - -	153 10 1		
Property Tax and Receipt Stamps - - - - -	12 5 5		
Receiver's Commission - - - - -	94 15 9		
Insurance on life of Gatekeeper, Richmond Park - -	5 - -		
		735 10 8	3,151 11 5
Carried forward - - - £.		8,966 9 3	8,197 10 7

ABSTRACT ACCOUNTS, &c.—EXTRA RECEIPTS: VOTES OF PARLIAMENT, Year 1866-67—*continued.**Dr.*

S E R V I C E S.										R E C E I P T S in 1866-67.		
Brought forward - - -										£.	s.	d.
										41	18	3
										13,276	17	9
ROYAL PARKS, PLEASURE GARDENS, &c.—continued.												
BUSHY PARK:										£.	s.	d.
Grazing Rents - - - - -										269	7	4
Sale of Timber, &c. - - - - -										182	17	9
Acknowledgment Rent - - - - -										-	5	-
										452	10	1
CHELSEA HOSPITAL GROUNDS:												
Grazing Rent - - - - -										16	-	-
Sale of Lopwood - - - - -										4	10	-
										20	10	-
GREEN PARK:												
Contribution for Keys - - - - -										1	11	6
GREENWICH PARK:												
Grazing Rent - - - - -										55	-	-
HAMPTON COURT PARK:										£.	s.	d.
Master of the Horse, Wages of Park-keeper - - -										47	-	-
Contributions for Keys - - - - -										62	18	3
										109	18	3
HAMPTON COURT PLEASURE GARDENS:												
Rent of Ground - - - - -										4	-	-
HAMPTON COURT GREEN:												
Rent of portion of Green - - - - -										3	-	-
HAMPTON COURT STUD HOUSE GARDENS:												
Sale of Timber, &c. - - - - -										10	12	-
HAMPTON COURT ROADS:												
Sale of Timber - - - - -										4	-	-
HOLYROOD PARK:												
Interest on Current Cash Balance at the Royal Bank of Scotland - -										26	12	5
HYDE PARK:										£.	s.	d.
Contributions for Keys - - - - -										477	8	-
Sale of Timber - - - - -										2	-	-
Acknowledgment Rent - - - - -										1	10	-
										480	18	-
KENNINGTON PARK:												
Grazing Rent - - - - -										12	19	5
Sale of Old Materials - - - - -										1	2	1
										14	1	6
KENSINGTON GARDENS:												
Grazing Rent - - - - -										140	-	-
Sale of Timber - - - - -										44	-	-
Sale of Old Materials and Boilers - - - - -										143	3	7
										327	3	7
KEW GARDENS:												
Sale of Timber - - - - -										158	5	-
Sale of Hay - - - - -										41	-	-
Sale of Old Horse - - - - -										1	7	6
Sale of Old Materials - - - - -										62	7	7
										263	-	1
Carried forward - - - £.										1,814	15	8
										13,276	17	9

ABSTRACT ACCOUNTS, &c.—EXTRA RECEIPTS: VOTES OF PARLIAMENT, Year 1866-67—continued.

Cr.

ABSTRACT ACCOUNTS, &c.—EXTRA RECEIPTS: VOTES OF PARLIAMENT, Year 1866-67—*continued.*

Dr.

S E R V I C E S.										RECEIPTS in 1866-67.		
										£.	s.	d.
Brought forward - - -										1,814	15	8
ROYAL PARKS, PLEASURE GARDENS, &c.— <i>continued.</i>										13,276 17 9		
LONGFORD RIVER:												
Freebord Rents - - - - -										2	11	4
REGENT'S PARK:												
										£.	s.	d.
Grazing Rent - - - - -										410	5	-
Rent of Ground - - - - -										336	5	1
Contributions for Keys - - - - -										348	15	6
Sale of Grass - - - - -										2	-	-
Sale of Timber - - - - -										16	-	-
Sale of Old Materials - - - - -										-	2	8
Opening Roads - - - - -										10	17	10
										1,124	6	1
RICHMOND PARK:												
Sale of Timber Fagots - - - - -										326	13	2
Sale of Old Fencing - - - - -										12	-	-
Amount received from a Gatekeeper, to continue the Insurance on his life, as <i>per contra</i> - - - - -										5	-	-
										343	13	2
RICHMOND PARK (Department of the Ranger):												
Grazing Rents - - - - -										73	6	6
RICHMOND GREEN:												
Rent - - - - -										1	5	-
ST. JAMES'S PARK:												
										£.	s.	d.
Grazing Rents - - - - -										83	5	7
Rent of Ground - - - - -										220	5	5
Sale of unclaimed Articles found in the Park - - - - -										1	2	-
										304	13	-
ST. JAMES'S PARK (Department of the Ranger):												
Grazing Rent - - - - -										40	-	-
VICTORIA PARK:												
										£.	s.	d.
Grazing Rent - - - - -										152	11	4
Rent of Refreshment Room - - - - -										30	-	-
										182	11	4
										3,887	2	1
RENTS OF CROWN PROPERTIES, SCOTLAND:												
Receipts in 1866-67:												
Grazing Rents - - - - -										681	-	-
Feu Duty - - - - -										11	12	6
Ground Rents, &c. - - - - -										68	6	-
										760	18	6
Carried forward - - - £.										17,924	18	4

ABSTRACT ACCOUNTS, &c.—EXTRA RECEIPTS: VOTES OF PARLIAMENT, Year 1866–67—*continued*.*Cr.*

S E R V I C E S.		PAYMENTS and Allowances, 1866–67.	BALANCES.
		£. s. d.	£. s. d.
Brought forward	- - -	8,966 9 3	8,197 10 7
RENTS OF CROWN PROPERTIES, SCOTLAND:			
Feu Duties and Parochial Rates	- - - - -	30 9 2	
Property Tax	- - - - -	11 7 3	
Bank Charges for Remittances	- - - - -	- 13 2	
		42 9 7	718 8 11
Carried forward	- - - £.	9,008 18 10	8,915 19 6

Dr. ABSTRACT ACCOUNTS, &c.—EXTRA RECEIPTS: VOTES OF PARLIAMENT, Year 1866-67—*continued.*

S E R V I C E S.		RECEIPTS in 1866-67.		
Brought forward - - -		£.	s.	d.
		17,924	18	4
ROYAL PARKS, PLEASURE GARDENS, &c.— <i>continued.</i>				
VENISON FEES:				
Amount received for Fees on Warrants for Venison supplied from the Royal Parks, and proceeds of Sale of Skins, Horns, and Offal of Deer - - - - -		452	10	-
OUSES OF PARLIAMENT:				
Sales of Old Materials, Machinery, &c. - - - - -		335	6	7
PROBATE COURT AND REGISTRIES:		£.	s.	d.
Rent of portion of the District Registry, Newcastle - - - - -		50	7	5
Ditto - - ditto - - ditto - Bury St. Edmunds - - - - -		10	-	-
Sale of Old Materials - - - - -		1	4	9
		61	12	2
PARLIAMENT SQUARE GARDENS:				
Rent of Right of Way - - - - -		75	-	-
PUBLIC OFFICES SITE:				
Rents - - - - -		473	16	1
CHAPTER HOUSE, WESTMINSTER:				
Sale of Old Fittings - - - - -		61	2	-
POST OFFICE BUILDINGS:				
Sale of Old Materials - - - - -		28	18	-
		£.	19,413	3 2

ABSTRACT ACCOUNTS, &c.—EXTRA RECEIPTS: VOTES OF PARLIAMENT, Year 1866-67—continued.

Cr.

SERVICES.			PAYMENTS and Allowances, 1866-7.	BALANCES.
			£. s. d.	£. s. d.
Brought forward - - - £.			9,008 18 10	8,915 19 6
VENISON FEES:				
		£. s. d.		
Paid Keeper of Bushy Park, Fees for Deer killed in the Park - - - - -		168 6 -		
Receiver's Commission and Receipt Stamps - - -		16 1 4	184 7 4	268 2 8
HOUSES OF PARLIAMENT:				
Receiver's Commission - - - - -			- 9 6	334 17 1
PROBATE COURT AND REGISTRIES:				
		£. s. d.		
Receiver's Commission - - - - -		2 2 -		
Property Tax, Land Tax, Parochial Rates, and Receipt Stamps - - - - -		3 16 3	5 18 3	55 13 11
PARLIAMENT SQUARE GARDENS:				
Receipt Stamp - - - - -			- - 1	74 19 11
PUBLIC OFFICES SITE:				
		£. s. d.		
Receiver's Commission - - - - -		10 3 -		
Property Tax and Receipt Stamp - - - - -		1 - 6	11 3 6	462 12 7
CHAPTER HOUSE, WESTMINSTER - - - - -			- - -	61 2 -
POST OFFICE BUILDINGS:				
		£. s. d.		
Receiver's Commission - - - - -		- 5 7		
Receipt Stamp - - - - -		- - 1	- 5 8	28 12 4
			£.	
			9,211 3 2	10,202 - -
Paid to Her Majesty's Exchequer, on account of net Receipts in 1866-67			6,000 - -	6,000 - -
			15,211 3 2	
Balance on 31 March 1867, payable to Her Majesty's Exchequer (<i>vide</i> p. 44) - - - - -			4,202 - -	
			£.	
			19,413 3 2	

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—continued.

SPECIAL ACCOUNTS. - - - - -

Dr.

METROPOLIS IMPROVEMENTS, GENERAL ACCOUNT. - - . - .

(Acts 3 & 4 Vict. c. 87; 4 Vict. c. 12; 4 & 5 Vict. c. 40; and 7 Vict. c. 1.)

To Balance, 1st April 1866	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	£.	s.	d.
																		241	3	7
To Rents received in 1866-67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	501	2	-

LINES OF IMPROVEMENTS.															
Long Acre to Charlotte- street.						London Docks to Spitalfields Church.			East Smithfield to Rosemary- lane.						
£.	s.	d.				£.	s.	d.	£.	s.	d.				
Arrears, 1st April 1866	-	-	-	-	-	111	-	-	70	4	-	73	18	-	
Rental for the Year 1866-67	-	-	-	-	-	202	-	-	156	6	-	138	16	-	
TOTAL Sum receivable						£.	313	-	-	226	10	-	212	14	-
Arrears, 31st March 1867	-	-	-	-	-	101	-	-	76	4	-	73	18	-	
Rents received in 1866-67						£.	212	-	-	150	6	-	138	16	-
						£. 501			2	-					

£.	742	5	7
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METROPOLIS IMPROVEMENTS, SPITALFIELDS to SHOREDITCH. - - - .

(Act 9 & 10 Vict. c. 34.)

To Balance, 1st April 1866	-	-	-	-	-	-	-	-	-	-	-	£.	s.	d.
												981	15	9
To Rents received in 1866-67	-	-	-	-	-	-	-	-	-	-	-			
												267	10	-
												£.	s.	d.
Viz.: Arrears, 1st April 1866	-	-	-	-	-	-	-	-	-	-	-	116	5	-
Rental for 1866-67	-	-	-	-	-	-	-	-	-	-	-	267	10	-
TOTAL Sum receivable	-	-	-	-	-	-	-	-	-	-	-	383	15	-
Arrears, 31st March 1867	-	-	-	-	-	-	-	-	-	-	-	116	5	-
Rents received in 1866-67	-	-	-	-	-	-	£.					267	10	-
												£.	1,249	5 9

Dr.

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—continued.

METROPOLIS IMPROVEMENTS FUND ACCOUNT. - - - - -

(Act 13 & 14 Vict. c. 109.)

	STOCK.	CASH.
	£. s. d.	£. s. d.
To Balance, 1st April 1866 - - - - -	24,506 2 2	—
To Dividends received on Stock - - - - -	- -	728 17 10
To Amount of Stock purchased for 728 <i>l.</i> 17 <i>s.</i> 10 <i>d.</i> under the provisions of the Act } (<i>vide per Contra</i>) - - - - - }	807 12 11	—
	£. 25,313 15 1	728 17 10

WESTMINSTER IMPROVEMENTS. - - - - -

(Act 13 & 14 Vict. c. 103.)

	£. s. d.
To Amount received from the Commissioners of Metropolitan Police for excess of Police Rate for } the Parishes of St. Margaret and St. John, Westminster, for the year 1865 - - - }	877 4 -
To Amount received from the Parishes of St. Margaret and St. John, Westminster, residue of } Improved Poor Rates, year 1864-65 - - - - - }	492 10 7
	£. 1,369 14 7

LIABILITIES ON ACCOUNT OF MONEYS - - - - -

	BALANCES, 1st April 1866.
	£. s. d.
CHELSEA BRIDGE:	
To Balance, 1st April 1866 - - - - -	51,500 - -
 CHELSEA EMBANKMENT:	
To Balance, 1st April 1866 - - - - -	15,000 - -
 BATTERSEA PARK:	
To Balance, 1st April 1866 - - - - -	150,000 - -
	£. 216,500 - -

METROPOLIS IMPROVEMENTS FUND ACCOUNT.

(Act 13 & 14 Vict. c. 109.)

	STOCK.	CASH.
	£. s. d.	£. s. d.
By Amount invested in the purchase of Stock, per contra - - - - -	- - -	728 17 10
By Balance, 31st March 1867 (Stock) - - - - -	25,313 15 1	—
	£. 25,313 15 1	728 17 10

WESTMINSTER IMPROVEMENTS.

(Act 13 & 14 Vict. c. 103.)

	£. s. d.
By Payment of Fees for Certificate of Excess of Police Rate, year 1865 - - - - -	10 - -
By Payment to the Exchequer of the Amount received from the Commissioners of Metropolitan Police, as per contra (less Fee for Certificate, as above), Act 16 Vict. c. 18 - - - - -	867 4 -
By Payment of Costs for apportioning Amount due to the Commissioners for Excess of Poor Rate, years 1864-65 - - - - -	2 19 7
By Payment to the Exchequer of the Amount received from the Parishes of St. Margaret and St. John, as per contra (less Payment of Costs as above) - - - - -	489 11 -
	£. 1,369 14 7

BORROWED FOR METROPOLITAN IMPROVEMENTS.

	LIABILITIES Discharged in 1866-67.	BALANCES, 31st March 1867.
	£. s. d.	£. s. d.
CHELSEA BRIDGE:		
By Balance due to the Public Works Loan Commissioners - - - - -	- - -	51,500 - -
Balance of Interest on 31st March 1866 - - - - -	£. s. d. 21,815 12 3	
Less Amount over credited in 1865-66 - - - - -	84 1 1	
	21,731 11 2	
Add Interest accrued in 1866-67, at 4 per cent. - - - - -	2,060 - -	
Balance of Interest on 31st March 1867 - - - - -	£. 23,791 11 2	
CHELSEA EMBANKMENT:		
By Balance due to the Public Works Loan Commissioners - - - - -	- - -	15,000 - -
Balance of Interest on 31st March 1866 - - - - -	£. s. d. 8,349 - 9	
Add Interest accrued in 1866-67, at 4 per cent. - - - - -	600 - -	
Balance of Interest on 31st March 1867 - - - - -	£. 8,949 - 9	
BATTERSEA PARK:		
By Repayment to the Public Works Loan Commissioners - - - - -	4,823 - 4	145,176 19 8
Balance of Interest on 31st March 1866 - - - - -	£. s. d. 86,952 6 5	
Add Interest accrued in 1866-67, at 4 per cent. - - - - -	5,950 6 4	
	92,902 12 9	
Deduct Interest paid in 1866-67 - - - - -	19,176 19 8	
Balance of Interest on 31st March 1867 - - - - -	£. 73,725 13 1	
	£. 4,823 - 4	211,676 19 8

Dr. ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—continued.

HOLYHEAD ROADS, &c.—LOANS RELIEF ACCOUNT. - - - - -

(Act 24 & 25 Vict. c. 28.)

1st. CONSOLIDATED FUND LOANS. - - - - -

TRUSTS.	Total Amounts payable by the Trustees, and how to be Paid.	Annual Amounts payable by the Trustees.	Dates on which Instalments are payable by the Trustees.	Sums payable by the Trustees in 1866-67.	Balances, 1st April 1866.
		£. s. d.		£. s. d.	£. s. d.
St. Albans and South Mims -	{£. 2,250, in 15 Annual In- stalments - - - - -}	150 - -	20th August -	150 - -	1,500 - -
Highgate Arch- way Company	{£. 9,000, in 15 Annual In- stalments - - - - -}	400 - - first five years, 600 - - second five years, 800 - - third five years.	30th April -	400 - -	7,400 - -
Shiffnal District -	{£. 1,800, in 15 Annual In- stalments - - - - -}	120 - -	31st December	120 - -	1,200 - -
			£.	670 - -	10,100 - -

2d. EXCHEQUER BILL LOANS. - - - - -

		£. s. d.		£. s. d.	£. s. d.
Puddle Hill -	{Proceeds of Sale of Toll- house, &c., and any Balance of Moneys in their hands at least one week previously to date of cessation of Local Act (54 Geo. 3, c. 121) -}	- - -	Local Act still in force	- - -	- - -
Stratford and Dun- church Trust -	{£. 9,000, in 15 Annual In- stalments - - - - -}	600 - -	31st Dec. -	600 - -	6,000 - -
				£.	6,000 - -

CASH ACCOUNT OF THE ABOVE - - - - -

To Balance, 1st April 1866 - - - - -	£. s. d. 1,200 - -
To Receipts in the Year 1866-67, as shown in the above Accounts, viz.:	
Consolidated Fund Loans - - - - -	670 - -
Exchequer Bill Loans - - - - -	600 - -
	£. 2,470 - -

HOLYHEAD ROADS, &C.—LOANS RELIEF ACCOUNT.

(Act 24 & 25 Vict. c. 28.)

1st. CONSOLIDATED FUND LOANS.

TRUSTS.	Sums received from the Trustees in 1866-67.		Balances on 31st March 1867.
	Particulars.	Amount.	
		£. s. d.	£. s. d.
St. Albans and South Mims	6th Annual Instalment - - -	150 - -	1,350 - -
Highgate Archway Company	5th Annual Instalment - - -	400 - -	7,000 - -
Shiffnal District - - -	6th Annual Instalment - - -	120 - -	1,080 - -
	£.	670 - -	9,430 - -
		£. 10,100 - -	

2d. EXCHEQUER BILL LOANS.

		£. s. d.	£. s. d.
Puddle Hill	- - - - -	- - -	{ Proceeds of Sale, &c., as per contra.
Stratford and Dunchurch Trust	6th Annual Instalment - - -	600 - -	
		£. 6,000 - -	

CASH ACCOUNT OF THE ABOVE.

By Payments in the Year 1866-67 ; viz. :	£. s. d.
To the Consolidated Fund - - - - -	670 - -
To the Public Works Loan Commissioners - - - - -	1,800 - -
£.	2,470 - -

Dr.

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—continued.

BATTERSEA PARK. - - - - -

(Act 9 & 10 Vict. c. 38.)

	£.	s.	d.
To Balance, 1st April 1866 - - - - -	28,871	16	11
To Rents received in 1866-67 - - - - -	830	1	9
To Costs of Leases - - - - -	20	-	-
To Amount received for Purchase-money of Land at Nine Elms - - - - -	375	-	-
To Amount received from West-End of London and Crystal Palace Railway Company, for } Interest on Purchase-money of Land agreed to be sold to them - - - - - }	526	6	6
	£.	30,623	5 2

CHELSEA EMBANKMENT. - - - - -

(Act 9 & 10 Vict. c. 39.)

	£.	s.	d.
To Balance, 1st April 1866 - - - - -	1,233	16	7
	£.	1,233	16 7

PIMLICO IMPROVEMENTS. - - - - -

(Act 15 & 16 Vict. c. 78.)

	£.	s.	d.
To Balance, 1st April 1866 - - - - -	532	8	1

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—continued.

Cr.

- - - - - BATTERSEA PARK.

(Act 9 & 10 Vict. c. 38.)

	£.	s.	d.
By Payment to Public Works Loan Commissioners on account of Principal and Interest of } Third Loan of £. 30,000 - - - - - }	24,000	-	-
By Law Charges relative to New Lease of the " Prince Albert " Tavern - - - - -	7	11	4
By Balance of Contract for Formation of Sewers - - - - -	1,749	10	9
By Architect's Commission - - - - -	87	9	6
By Clerk of Works' Salary - - - - -	16	17	9
By Compensation for Damage to Crops during formation of Sewers - - - - -	30	18	6
By Drawing and Printing Plans in June and July 1865 - - - - -	4	3	6
By Receiver's Commission - - - - -	32	8	-
By Property Tax and Receipt Stamps - - - - -	7	11	2
By Balance, 31st March 1867, viz.:			
In the hands of the Paymaster General - - - - -	4,686	14	8
	£.	30,623	5 2

- - - - - CHELSEA EMBANKMENT.

(Act 9 & 10 Vict. c. 39.)

	£.	s.	d.
By Works - - - - -	343	12	-
By Balance, 31st March 1867, viz.:			
In the hands of the Paymaster General - - - - -	890	4	7
	£.	1,233	16 7

- - - - - PIMLICO IMPROVEMENTS.

(Act 15 & 16 Vict. c. 78.)

	£.	s.	d.
By Balance, 31st March 1867, viz.:			
In the hands of the Paymaster General - - - - -	532	8	1

*Dr.*ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—*continued.*

WESTMINSTER BRIDGE ESTATE. - - - - -

(Act 16 & 17 Vict. c. 46.)

	£.	s.	d.
To Balance, 1st April 1866 - - - - -	2,625	2	3
To Rents received in 1866-67 - - - - -	5,204	5	6
Arrears, 1st April 1866 - - - - -	1,340	14	9
Rental for the Year 1866-67 - - - - -	5,396	13	-
Total Sum receivable - - - - -	6,737	7	9
Arrears, 31st March 1867 - - - - -	1,533	2	3
Rents received in 1866-67 - - - - -	5,204	5	6
	£.	7,829	7 9

BROMPTON CEMETERY. - - - - -

(Act 15 & 16 Vict. c. 85.)

	£.	s.	d.
To Balance, 1st April 1866 - - - - -	2,229	17	11
To Amount received by Manager of Cemetery for Burials - - - - -	11,844	-	3
To - - ditto - - ditto - for Stamps on Grants of Right of Interment - - -	-	11	6
To - - ditto - - ditto - for outstanding Grants - - - - -	23	9	6
To - - ditto - - ditto - for Sale of Grass - - - - -	5	-	-
To - - ditto - - ditto - for Rent of Encroachment on Boundary Wall - - -	-	5	-
	£.	14,103	4 2

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—continued.

Cr.

WESTMINSTER BRIDGE ESTATE.

(Act 16 & 17 Vict. c. 46.)

	£.	s.	d.
By Payment to Her Majesty's Exchequer on account of Rents received - - - - -	5,207	9	8
By Receiver's Commission - - - - -	184	4	1
By Property Tax and Receipt Stamps - - - - -	57	19	-
By Sun Fire Office Insurance on No 3, Bridge Street, Westminster - - - - -	1	10	-
By Balance 31st March 1867; viz.:			
In the hands of the Paymaster General - - - - -	2,378	4	10
Due by Extra Receipts - - - - -	-	-	2
	2,378	5	-
	£.	7,829	7 9

BROMPTON CEMETERY.

(Act 15 & 16 Vict. c. 85.)

	£.	s.	d.
By Works and Supplies - - - - -	1,006	12	3
By Salary of Manager of Cemetery - - - - -	400	-	-
By Salaries of Chaplain and Assistant Chaplain - - - - -	400	-	-
By Salaries of Office Clerks and Clerk and Superintendent at Cemetery and Assistant to ditto -	549	4	1
By Rent of Office, No. 12, Haymarket - - - - -	90	-	-
By Payments by Manager of Cemetery; viz.:			
Wages of Grave Diggers and Ground Workmen - - - - -	1,914	19	11
Fees to Dissenting Minister - - - - -	6	7	6
Fees to Incumbents and Clerks of Metropolitan Parishes - - - - -	1,797	5	6
Disbursements on account of Cemetery - - - - -	545	2	-
Office Expenses, Postage, &c. - - - - -	48	5	9
Stamps on Grants of Right of Interment - - - - -	22	17	-
	4,334	17	8
By Payment to Her Majesty's Exchequer, pursuant to Act 15 & 16 Vict. c. 85 - - - - -	5,000	-	-
By Balance on 31st March 1867; viz.:			
In the hands of the Paymaster General - - - - -	1,613	19	2
Ditto - the Manager - - - - -	708	11	-
	2,322	10	2
	£.	14,103	4 2

Dr.

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—continued.

SHREWSBURY AND HOLYHEAD ROADS. - - - - -

	£.	s.	d.
To Balance, 1st April 1866 - - - - -	2,297	18	9
To Rents, Coach Tolls, &c. received in 1866-67 - - - - -	4,092	10	2
	£.	6,390	8 11

MORTGAGE ACCOUNT (SHREWSBURY AND HOLYHEAD ROAD). - - - - -

	£.	s.	d.
To Balance, 1st April 1866 - - - - -	548	15	-

MENAI AND CONWAY BRIDGES (TOLLS ACCOUNT). - - - - -

(Act 4 & 5 Will. 4, c. 66.)

	£.	s.	d.
To Balance, 1st April 1866 - - - - -	5,400	5	2
To Receipts in 1866-67:			
Menai Bridge:			
Tolls, &c. - - - - -	1,934	3	10
Conway Bridge:			
Tolls, &c. - - - - -	983	6	8
Received from the London and North Western Railway Company, for the use of the Slopes of the Embankment at Conway Bridge, one year and a half to Lady-day 1867 - - - - -	390	-	-
		1,373	6 8
	£.	8,707	15 8

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—continued.

Cr.

SHREWSBURY AND HOLYHEAD ROADS.

	£.	s.	d.
By Maintenance of Road, including Salary and Travelling Expenses of the Engineer - -	3,202	16	2
By Balance, 31st March 1867; viz.:			
In the hands of the Paymaster General - - - - -	2,926	16	7
Ditto - - Joseph Haywood, Engineer - - - - -	262	6	2
	3,189	2	9
Less,—Due to the Commissioners of Inland Revenue for Income Tax not paid over - - - - -	1	10	-
			3,167 12 9
	£.		6,390 8 11

MORTGAGE ACCOUNT (SHREWSBURY AND HOLYHEAD ROAD).

	£.	s.	d.
By Balance of Debt outstanding, 31st March 1867 - - - - -	548	15	-

MENAI AND CONWAY BRIDGES (TOLLS ACCOUNT).

(Act 4 & 5 Will. 4, c. 66.)

	£.	s.	d.	£.	s.	d.
By Expenses of Collection in 1866-67; viz.:						
Menai Bridge - - - - -	21	4	8			
Conway Bridge - - - - -	26	4	6			
				47	9	2
By Payment to Her Majesty's Exchequer of Net Receipts in 1864-65; viz.:						
Menai Bridge - - - - -	1,679	8	11			
Conway Bridge - - - - -	1,118	11	10			
				2,798	-	9
By Payment to Her Majesty's Exchequer of Net Receipts in 1865-66; viz.:						
Menai Bridge - - - - -	1,560	15	4			
Conway Bridge - - - - -	1,041	9	1			
				2,602	4	5
By Balance, 31st March 1867; viz.:						
In the hands of the Paymaster General - - - - -				3,260	1	4
	£.			8,707	15	8

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—continued.

Cr.

CHELSEA BRIDGE (TOLLS ACCOUNT).

(Acts 9 & 10 Vict. c. 39, and 21 & 22 Vict. c. 66.)

By Wages of Toll Collectors - - - - -	£.	s.	d.	
By Maintenance of the Bridge, including Supply of Gas, Watering the Roads, &c. - - -	449	13	-	
By Salary and Disbursements of the Superintendent of the Collection of the Tolls - - -	1,878	3	3	
By Balance, 31st March 1867; viz.:				
In the hands of the Paymaster General - - - - -	10,802	6	1	
Ditto - the Superintendent - - - - -		1	12	1
	10,803	18	2	
Less,—Due to the Commissioners of Inland Revenue for Income Tax not paid over - - - - -	-	16	8	
	10,803	1	6	
	£.	13,201	14	3

POST OFFICE BUILDINGS.

	Works and Repairs.	Furniture and Fittings.	Payments to Architects, Surveyors, and Clerks of Works.	TOTALS.	
By Payments; viz.:	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
General Post Office - - -	9,540 8 6	5,321 6 7	55 2 -	14,916 17 1	
Eastern, Commercial Road, East - - -	312 1 8	42 17 -	- - -	354 18 8	
Eastern Central, Lombard Street - - -	1,194 10 11	261 4 -	- - -	1,455 14 11	
Money Order Office - - -	270 17 9	189 14 1	- - -	460 11 10	
Northern, Islington - - -	2,996 2 10	313 - 10	81 18 -	3,391 1 8	
North Eastern, Bethnal Green - - -	376 3 9	119 1 9	- - -	495 5 6	
North Eastern, Hackney - - -	41 12 11	1 9 4	- - -	43 2 3	
North Western, St. John's Wood - - -	38 13 10	- 15 9	- - -	39 9 7	
North Western, Camden Town - - -	503 10 11	88 15 11	- - -	592 6 10	
North Western, Hampstead - - -	1,494 5 11	- 13 6	- - -	1,494 19 5	
Southern, Lambeth - - -	635 8 11	96 13 2	- - -	732 2 1	
South Eastern, Borough - - -	4,226 9 8	375 15 11	88 4 -	4,690 9 7	
South Western, Pimlico - - -	345 4 4	88 12 5	- - -	433 16 9	
South Western, Chelsea - - -	115 7 4	10 6 2	- - -	125 13 6	
Western, Paddington - - -	67 7 4	1 9 10	- - -	68 17 2	
Western, Kensington - - -	148 10 3	19 9 10	- - -	168 - 1	
Western, Vere Street - - -	745 15 1	346 6 8	- - -	1,092 1 9	
Western, Notting Hill - - -	25 1 1	3 14 11	- - -	28 16 -	
Western Central, Charing Cross - - -	64 11 1	29 12 1	- - -	94 3 2	
Western Central, Holborn - - -	394 8 3	70 16 3	- - -	465 4 6	
London Bridge, Railway Station - - -	- - -	1 5 9	- - -	1 5 9	
Sorting Office, Holloway - - -	750 - -	- - -	75 13 1	825 13 1	
South Eastern, Peckham, Sorting Office - - -	- - -	- 7 6	- - -	- 7 6	
Western, Maida Hill, Sorting Office - - -	- - -	- 16 6	- - -	- 16 6	
TOTAL for General Post Office, London, and its Branches - £.	24,286 12 4	7,384 5 9	300 17 1	- - -	31,971 15 2
Savings Bank Branch - - -	547 13 1	1,138 11 2	- - -	- - -	1,686 4 3
Alnwick - Post Office - - -	- - -	8 8 -	- - -	8 8 -	
Bath - - -	36 4 3	3 14 -	- - -	39 18 3	
Bedale - - -	- - -	7 12 -	- - -	7 12 -	
Birkenhead - - -	1,722 13 11	133 12 6	183 10 -	2,039 16 5	
Birmingham - - -	787 - 5	19 14 8	- - -	806 15 1	
Bolton - - -	- - -	- - -	19 19 9	19 19 9	
Bridgend - - -	- - -	10 8 -	- - -	10 8 -	
Brighton - - -	337 10 6	46 15 3	- - -	384 5 9	
Bristol - - -	61 19 9	- 13 10	38 16 9	101 10 4	
Burton-on-Trent - - -	8 10 6	- - -	- - -	8 10 6	
Cambridge - - -	14 13 6	1 11 6	- - -	16 5 -	
Canterbury - - -	59 6 2	- 3 4	- - -	59 9 6	
Carlisle - - -	4 10 5	2 3 -	- - -	6 13 5	
Cardiff - - -	- - -	9 4 -	- - -	9 4 -	
Carmarthen - - -	- - -	16 - -	- - -	16 - -	
Cheltenham - - -	83 17 1	1 3 5	- - -	85 - 6	
Chester - - -	1 4 3	- - -	- - -	1 4 3	
Colchester - - -	63 12 3	- 13 5	- - -	64 5 8	
Carried forward - - -	3,181 3 -	261 16 11	242 6 6	3,685 6 5	33,657 19 5

Dr. ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—continued.

POST OFFICE BUILDINGS—continued. - - - - -

	£.	s.	d.
Brought forward - - -	66,080	19	1

£.	66,080	19	1
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ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—continued.

Cr.

POST OFFICE BUILDINGS—*continued.*

	Works and Repairs.	Furniture and Fittings.	Payments to Architects, Surveyors, and Clerks of Works.	TOTALS.	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward - - -	3,181 3 -	261 16 11	242 6 6	3,685 6 5	33,657 19 5
By Payments; viz.:					
Coventry - Post Office -	40 - 5	- - -	- - -	40 - 5	
Crewe - - - -	5 19 9	- - -	- - -	5 19 9	
Darlington - - -	388 14 -	17 9 -	76 5 5	482 8 5	
Derby - - - -	11 19 2	5 8 6	- - -	17 7 8	
Devonport - - -	6 4 4	- - -	- - -	6 4 4	
Doncaster - - -	58 1 5	16 17 5	- - -	74 18 10	
Dover - - - -	66 4 3	9 13 -	- - -	75 17 3	
Durham - - - -	- - -	8 8 -	- - -	8 8 -	
Exeter - - - -	35 - 3	3 7 4	- - -	38 7 7	
Farnborough - -	- - -	9 8 6	- - -	9 8 6	
Gloucester - - -	38 7 10	2 12 9	- - -	41 - 7	
Halifax - - - -	20 16 7	2 10 6	- - -	23 7 1	
Hereford - - -	7 10 9	3 12 10	- - -	11 3 7	
Hull - - - -	73 1 2	2 8 -	- - -	75 9 2	
Huddersfield - -	538 3 1	29 7 9	- - -	567 10 10	
Kingston-on-Thames	- - -	9 12 6	- - -	9 12 6	
Ipswich - - - -	26 11 2	- 17 6	- - -	27 8 8	
Leeds - - - -	492 1 7	4 13 9	64 4 -	560 19 4	
Leicester - - -	552 15 2	1 9 7	96 13 6	650 18 3	
Lincoln - - - -	18 6 3	- 6 6	- - -	18 12 9	
Liverpool - - -	997 2 9	53 1 11	47 4 8	1,097 9 4	
Maidstone - - -	1 5 -	- - -	- - -	1 5 -	
Manchester - - -	435 17 7	21 1 -	81 - -	537 18 7	
Malta - - - -	- - -	9 6 -	- - -	9 6 -	
Newcastle-on-Tyne	26 10 -	19 12 8	- - -	46 2 8	
Newport - - - -	53 17 -	5 1 7	- - -	58 18 7	
Normanton - - -	17 - 6	2 15 3	- - -	19 15 9	
Norwich - - - -	58 18 9	1 17 10	- - -	60 16 7	
Nottingham - - -	3 7 -	- 8 1	- - -	3 15 1	
Oldham - - - -	4 5 -	- - -	- - -	4 5 -	
Oxford - - - -	22 6 4	5 15 3	- - -	28 1 7	
Plymouth - - -	30 10 7	3 - 11	- - -	33 11 6	
Portsmouth - - -	19 12 7	- - -	- - -	19 12 7	
Rugby - - - -	6 6 6	1 11 -	- - -	7 17 6	
Salisbury - - -	- - -	10 8 -	- - -	10 8 -	
Sheffield - - -	41 9 3	- - -	- - -	41 9 3	
Shrewsbury - - -	71 12 3	21 16 7	- - -	93 8 10	
Southampton - -	82 19 4	31 11 6	- - -	114 10 10	
Sunderland - - -	256 3 10	30 4 1	- - -	286 7 11	
Stockton-on-Tees -	- - -	1 6 11	- - -	1 6 11	
Stoke-upon-Trent -	18 10 2	- 10 8	- - -	19 - 10	
Stafford - - - -	- - -	- 15 -	- - -	- 15 -	
Swansea - - - -	237 6 5	26 12 6	- - -	263 18 11	
Taunton - - - -	21 4 3	2 2 -	- - -	23 6 3	
Tredegar - - - -	- - -	7 12 -	- - -	7 12 -	
Torquay - - - -	189 18 4	9 15 -	- - -	199 13 4	
Worcester - - -	- - -	- - -	63 17 6	63 17 6	
Windsor - - - -	- - -	16 - -	- - -	16 - -	
Wolverhampton - -	94 19 8	5 12 -	- - -	100 11 8	
Yarmouth - - -	14 2 6	- - -	- - -	14 2 6	
York - - - -	79 3 8	6 18 8	- - -	86 2 4	
Aberdeen - - -	33 15 2	2 1 3	- - -	35 16 5	
Dundee - - - -	5 4 10	- 10 6	- - -	5 15 4	
Edinburgh - - -	10,256 3 10	1,844 17 -	60 7 6	12,161 8 4	
Glasgow - - - -	242 15 11	20 5 8	- - -	263 1 7	
Greenock - - - -	6 7 10	- - -	- - -	6 7 10	
Inverness - - -	243 13 1	7 4 -	- - -	250 17 1	
Leith - - - -	144 12 10	22 15 6	- - -	167 8 4	
Perth - - - -	7 10 9	10 - -	- - -	17 10 9	
TOTAL for Provincial Post Offices - - - } £.	19,285 13 8	2,592 10 8	731 19 1	- - -	22,610 3 5
By Balance, 31st March 1867; viz.:-					
In the hands of the Paymaster General - - - -	- - -	- - -	- - -	- - -	9,812 16 3
				£.	66,080 19 1

Dr. ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—continued.

PRELIMINARY INQUIRIES ON APPLICATION FOR LOCAL ACTS. - - -

	£.	s.	d.
To Balance, 1st April 1866 - - - - -	1,250	14	7

ROYAL PORTLAND DISPENSARY FUND. - - -

(Act 13 & 14 Vict. c. 116.)

	Stock, 3 per Cent. Reduced Annuities.	CASH.
	£. s. d.	£. s. d.
To Balance, 1st April 1866 (Stock) - - - - -	1,028 5 7	—
To Interest of 1,028 l. 5 s. 7 d. Stock, one Year to 10th October 1866 - - -	- - -	30 16 10
£.	1,028 5 7	30 16 10

PORTLAND FERRY BRIDGE FUND. - - -

(Act 13 & 14 Vict. c. 116.)

	Stock, 3 per Cent. Consols.	CASH.
	£. s. d.	£. s. d.
To Balance, 1st April 1866 (Stock) - - - - -	2,168 15 -	—
To Interest of 2,168 l. 15 s. Stock, one Year to 5th January 1867 - - -	- - -	63 19 6
£.	2,168 15 -	63 19 6

FUNERAL AND TOMB OF FIELD MARSHAL THE DUKE OF WELLINGTON. - - -

	£. s. d.
To Balance, 1st April 1866 - - - - -	30 7 10

WELLINGTON MONUMENT. - - -

	£. s. d.
To Balance, 1st April 1866 - - - - -	190 10 5

PRELIMINARY INQUIRIES ON APPLICATION FOR LOCAL ACTS.

By Balance, 31st March 1867; viz.:	£.	s.	d.
In the hands of the Paymaster General, "Miscellaneous Accounts" - - - - -	1,250	14	7

ROYAL PORTLAND DISPENSARY FUND.

(Act 13 & 14 Vict. c. 116.)

		Stock, 3 per Cent. Reduced Annuities.			C A S H.		
		£.	s.	d.	£.	s.	d.
By Amount paid to the Chairman of the Royal Portland Dispensary		-	-	-	30	16	10
By Balance, 31st March 1867 (Stock)		-	-	-	—		
		£.	1,028	5 7	30	16	10

PORTLAND FERRY BRIDGE FUND.

(Act 13 & 14 Vict. c. 116.)

						Stock, 3 per Cent. Consols.	C A S H.
						£. s. d.	£. s. d.
By Amount paid to the Portland Ferry Bridge Committee	-	-	-	-	-	- - -	63 19 6
By Balance, 31st March 1867 (Stock)	-	-	-	-	-	2,168 15 -	—
						£.	63 19 6

FUNERAL AND TOMB OF FIELD MARSHAL THE DUKE OF WELLINGTON.

By Balance, 31st March 1867; viz.:	£.	s.	d.
In the hands of the Paymaster General, "Miscellaneous Accounts" - - - - -	30	7	10

WELLINGTON MONUMENT.

By Balance, 31st March 1867; viz.:	£.	s.	d.
In the hands of the Paymaster General, "Miscellaneous Accounts" - - - - -	190	10	5

Dr. ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—*continued.*

WORKS AT CLAREMONT. - - - - -

To Amount received from the Trustees of the King of the Belgians - - - - -	£. s. d.
	415 1 8
£.	415 1 8

ADMISSION FEE FUND, HOLYROOD PALACE - - - - -

To Balance, 1st April 1866 - - - - -	£. s. d.
	141 4 7
To Receipts in 1866-67; viz.:	£. s. d.
Holyrood Palace and Chapel, Admission Fees - - - - -	638 5 -
Glasgow Cathedral - - - ditto - - - - -	106 17 10
	745 2 10
£.	886 7 5

ADMIRALTY GARDEN. - - - - -

To Amount received from the Lords of the Admiralty - - - - -	£. s. d.
	19 8 9
To Balance, 31st March 1867; viz.:	£. s. d.
Due to "Miscellaneous Accounts," Cash - - - - -	25 1 9
Due to John Mann - - - - -	- 4 6
	25 6 3
£.	44 15 -

INLAND REVENUE DEPARTMENT BUILDINGS - - - - -

To Balance, 1st April 1866 - - - - -	£. s. d.
	294 6 4
To Amount received from the Commissioners of Inland Revenue - - - - -	977 18 4
£.	1,272 4 8

SITE OF EXHIBITION OF 1862. - - - - -

To Balance, 1st April 1866 - - - - -	£. s. d.
	157 7 -

CLARENCE HOUSE, ST. JAMES'. - - - - -

To Amount received from the Lord Chamberlain for Services, as per contra - - - - -	£. s. d.
	46 19 3

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—*continued.*

Cr.

- - - - - WORKS AT CLAREMONT.

	£.	s.	d.
By Balance, 1st April 1866 - - - - -		5	10 -
By Works - - - - -		409	11 8
	£.	415	1 8

- - - - - AND CHAPEL, AND GLASGOW CATHEDRAL.

	£.	s.	d.	£.	s.	d.
By Payments in 1866-67; viz.:						
Holyrood Palace and Chapel, Wages and Liveries of Attendants, }	334	4	6			
&c. - - - - -						
Glasgow Cathedral - - ditto - - - ditto -	256	1	-	590	5	6
By Balance, 31st March 1867; viz.:						
In the hands of the Paymaster General, "Miscellaneous Accounts"	283	10	-			
Ditto - - Robert Matheson - - - - -	12	11	11	296	1	11
	£.			886	7	5

- - - - - ADMIRALTY GARDEN.

	£.	s.	d.
By Balance, 1st April 1866 - - - - -		19	8 9
By Wages - - - - -		25	6 3
	£.	44	15 -

- - - - - INLAND REVENUE DEPARTMENT BUILDINGS.

	£.	s.	d.
By Works - - - - -		1,053	8 7
By Balance, 31st March 1867; viz.:			
In the hands of the Paymaster General, "Miscellaneous Accounts" - - -		218	16 1
	£.	1,272	4 8

- - - - - SITE OF EXHIBITION OF 1862.

	£.	s.	d.
By Balance, 31st March 1867; viz.:			
In the hands of the Paymaster General, "Miscellaneous Accounts" - - -		157	7 -

- - - - - CLARENCE HOUSE, ST. JAMES'.

	£.	s.	d.
By Cost of Preserving Furniture, Year to 31st December 1865 - - - - -		46	19 3

Dr. ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—continued.

BETHLEHEM HOSPITAL - - - - -

	£.	s.	d.
To Balance 1st April 1866 - - - - -	1,923	11	2

BOTANICAL RESEARCHES IN MADAGASCAR. - - - - -

	£.	s.	d.
To Amount received from the Lords of Her Majesty's Treasury - - - - -	131	15	6

MILITARY KNIGHTS' HOUSE, WINDSOR. - - - - -

	£.	s.	d.
To Amount received from Captain M'Lean for Services, as per contra - - - - -	45	9	3

GENERAL POST OFFICE (ACQUISITION OF ADDITIONAL SITE). - - - - -

	£.	s.	d.
To Amount received from the Postmaster General - - - - -	1,958	-	-

FRANKLIN MONUMENT. - - - - -

	£.	s.	d.
To Amount received from the Lords of Her Majesty's Treasury - - - - -	816	13	4

HAMPTON COURT STUD HOUSE. - - - - -

	£.	s.	d.
To Amount received from the Lord Steward for Services, as per contra - - - - -	13	-	-

IRONGATE STAIRS TOWER. - - - - -

	£.	s.	d.
To Amount received from R. Grey, junior, for Services, as per contra - - - - -	35	7	11

ABSTRACT ACCOUNTS OF RECEIPT AND EXPENDITURE—SPECIAL ACCOUNTS—*continued.*

Cr.

BETHLEHEM HOSPITAL.

	£.	s.	d.
By Balance, 31st March 1867; viz:			
In the hands of the Paymaster General, "Miscellaneous Accounts" - - - -	1,223	11	2

BOTANICAL RESEARCHES IN MADAGASCAR.

	£.	s.	d.
By Payments to Dr. Meller for his Expenses while prosecuting Botanical Researches, to } 31st March 1866 - - - - -	131	15	6

MILITARY KNIGHTS' HOUSE, WINDSOR.

	£.	s.	d.
By Expenses of Alterations at Captain M'Lean's Residence - - - - -	45	9	3

GENERAL POST OFFICE (ACQUISITION OF ADDITIONAL SITE).

	£.	s.	d.
By Payments to Surveyor for Commission on Settlements effected by him - - - -	1,958	-	-

FRANKLIN MONUMENT.

	£.	s.	d.
By Payment of Balance of Account for the Statue - - - - -	816	13	4

HAMPTON COURT STUD HOUSE.

	£.	s.	d.
By Payment for supply of Fuel to the Person in charge, from March 1864 to June 1866 - -	13	-	-

IRONGATE STAIRS, TOWER.

	£.	s.	d.
By Payment of Costs of repairing Damage done by a Barge - - - - -	35	7	11

BALANCES—SPECIAL ACCOUNTS, 31 MARCH 1867.

S E R V I C E S.	Securities.	Paymaster General; Cash Balances, less Outstanding Orders.	Sub-Accountants, &c.		Net General Balances.	
			Drs.	Crs.	Available.	Overdrawn.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Extra Receipts - - - - -	- - -	4,161 11 6	40 9 -	- - 6	4,202 - -	- -
Metropolis Improvements, General Account - - -	- - -	263 17 7	- - -	- - -	263 17 7	- -
Ditto - - ditto Spitalfields to Shoreditch - -	- - -	1,236 - -	- - -	- - -	1,236 - -	- -
Ditto - - ditto Fund Account - - -	{ 25,313 15 1 3 p' Cent. Consols }	- - -	- - -	- - -	- - -	- -
Battersea Park - - - - -	- - -	4,686 14 8	- - -	- - -	4,686 14 8	- -
Chelsea Embankment - - - - -	- - -	890 4 7	- - -	- - -	890 4 7	- -
Pimlico Improvements - - - - -	- - -	532 8 1	- - -	- - -	532 8 1	- -
Westminster Bridge Estate Account - - - - -	- - -	2,378 4 10	- - 2	- - -	2,378 5 -	- -
Brompton Cemetery - - - - -	- - -	1,613 19 2	708 11 -	- - -	2,322 10 2	- -
Shrewsbury and Holyhead Road - - - - -	- - -	2,926 16 7	262 6 2	1 10 -	3,187 12 9	- -
Menai and Conway Bridge Tolls Account - - -	- - -	3,260 1 4	- - -	- - -	3,260 1 4	- -
Chelsea Bridge Tolls Account - - - - -	- - -	10,802 6 1	1 12 1	- 16 8	10,803 1 6	- -
Post Office Buildings - - - - -	- - -	9,812 16 3	- - -	- - -	9,812 16 3	- -
Preliminary Inquiries on applications for Local Acts -	- - -	* 1,250 14 7	- - -	- - -	1,250 14 7	- -
Royal Portland Dispensary Fund - - - - -	{ * 1,028 5 7 3 per Cent. Re- duced Annuities }	- - -	- - -	- - -	- - -	- -
Portland Ferry Bridge Fund - - - - -	{ * 2,168 15 - 3 p' Cent. Consols }	- - -	- - -	- - -	- - -	- -
Wellington Funeral and Tomb - - - - -	- - -	* 30 7 10	- - -	- - -	30 7 10	- -
" Monument - - - - -	- - -	* 190 10 5	- - -	- - -	190 10 5	- -
Admission Fee Fund, Holyrood Palace and Chapel, and Glasgow Cathedral - - - - -	- - -	* 283 10 -	12 11 11	- - -	296 1 11	- -
Admiralty Garden - - - - -	- - -	{ * 25 1 9 (overdrawn) }	- - -	- 4 6	- - -	25 6 3
Inland Revenue Department Buildings - - - - -	- - -	* 218 16 1	- - -	- - -	218 16 1	- -
Site of Exhibition of 1862 - - - - -	- - -	* 157 7 -	- - -	- - -	157 7 -	- -
Bethlehem Hospital - - - - -	- - -	* 1,223 11 2	- - -	- - -	1,223 11 2	- -
		45,919 17 9				
Deduct Balances overdrawn - - - - -	- - -	25 1 9				
£.	28,510 15 8	45,894 16 -	1,025 10 4	2 11 8	46,943 - 11	25 6 3

The Cash Balances marked * are included by the Paymaster General under the Title of "Miscellaneous Accounts."

RECAPITULATION OF BALANCES.

	Securities.	Exchequer.	Paymaster General.	Sub-Accountants.		Net General Balances.	
				Drs.	Crs.	Available.	Overdrawn.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
VOTE ACCOUNT (page 12) - - - - -	- - -	324,369 - 11	11,985 5 4	1,683 14 1	2,750 19 7	336,486 15 -	1,199 14 3
SPECIAL ACCOUNTS (as above) - - - - -	28,510 15 8	- - -	45,894 16 -	1,025 10 4	2 11 8	46,943 - 11	25 6 3
£.	28,510 15 8	324,369 - 11	57,880 1 4	2,709 4 5	2,753 11 3	383,429 15 11	1,225 2 6

(signed) *F. G. Gibbins,*
For the Accountant.

Office of Works, }
29 November 1867. }

I do hereby certify that this Account, transmitted to me in pursuance of the 22nd Section of the 29 & 30 Vict. c. 30, 13th instant, the above is a correct Statement of the Receipt and Expenditure for the Services contained therein for the Books are prepared. Dated this 14th day of January 1868.

Examined,
H. T. D. Bathurst,
Inspector.

BALANCES of VOTES of PARLIAMENT, 1865-66.

STATEMENT showing the BALANCES Unexpended on 31 March 1866, the Amounts surrendered to the Exchequer in respect of such Balances in the Year 1866-67, and the Amounts of such Balances remaining to be surrendered on 31 March 1867.

S E R V I C E S.	BALANCES, 31 March 1866.			Amounts Surrendered at Exchequer in 1866-67, out of Votes Unissued.	Amounts Repaid to the Exchequer.	Balances on 31 March 1867.
	1863-64.	1864-65.	1865-66.			
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Royal Palaces - - - - -	1,238 10 3	- - -	7,101 5 7	8,339 15 10	- - -	- - -
Public Buildings - - - - -	- - -	- - -	1,581 12 10	1,581 12 10	- - -	- - -
Furniture - - - - -	- - -	725 2 10	599 15 5	599 15 5	725 2 10	- - -
Royal Parks, &c. - - - - -	- - -	- - -	8,339 16 7	8,339 16 7	- - -	- - -
Houses of Parliament - - - - -	- - -	- - -	11,972 19 7	11,972 19 7	- - -	- - -
British Embassy Houses :						
Paris - - - - -	- - -	- - -	102 1 -	102 1 -	- - -	- - -
Madrid - - - - -	- - -	- - -	71 2 8	71 2 8	- - -	- - -
British Consulate and Embassy Houses, Constantinople - - - - -	- - -	- - -	1 18 8	- - -	1 18 8	- - -
New Foreign Office - - - - -	- - -	- - -	4 4 5	4 4 5	- - -	- - -
Industrial Museum, Edinburgh - - - - -	- - -	- - -	1,650 16 9	- - -	1,650 16 9	- - -
Probate Court, London, and District Registries - - - - -	- - -	- - -	12,656 9 2	12,656 9 2	- - -	- - -
Public Record Repository - - - - -	- - -	- - -	17,274 9 5	17,274 9 5	- - -	- - -
New Westminster Bridge - - - - -	- - -	- - -	4,810 17 4	4,810 17 4	- - -	- - -
Nelson Column, Trafalgar-square - - - - -	- - -	- - -	2,500 - -	2,500 - -	- - -	- - -
Patent Office - - - - -	- - -	- - -	255 18 3	255 18 3	- - -	- - -
Public Offices Site - - - - -	- - -	- - -	1,004 6 8	1,004 6 8	- - -	- - -
National Gallery Enlargement - - - - -	- - -	- - -	20,000 - -	20,000 - -	- - -	- - -
Office of Works, &c., Salaries, &c. - - - - -	171 9 2	- - -	1,305 12 3	1,305 12 3	171 9 2	- - -
Advances for New Courts of Justice and Offices - - - - -	- - -	- - -	662,500 8 11	662,500 8 11	- - -	- - -
Aberdeen University - - - - -	14 3 10	72 11 3	- - -	- - -	86 15 1	- - -
General Register House, Edinburgh - - - - -	- - -	6 4 1	- - -	- - -	6 4 1	- - -
Westminster Bridge Approaches - - - - -	- - -	4,060 1 4	- - -	- - -	4,060 1 4	- - -
£.	1,424 3 3	4,863 19 6	753,733 15 6	753,319 10 4	6,702 7 11	- - -

(signed) JOHN MANNERS, {First Commissioner of
Her Majesty's Works
and Public Buildings.

has been examined by Officers under my directions, and that, subject to the observations contained in my Report of the the year ended 31st March 1867, as compared with the Account Books and Vouchers and other Documents from which

W. DUNBAR,
Comptroller General of the Receipt and Issue of Her Majesty's Exchequer,
and Auditor General of Public Accounts.

REPORT of the COMPTROLLER and AUDITOR GENERAL on the APPROPRIATION ACCOUNT of the COMMISSIONERS of HER MAJESTY'S WORKS and PUBLIC BUILDINGS (for the year ended 31st March 1867). Prepared and submitted for the information of the House of Commons, in pursuance of the 22nd and 32nd Sections of the Act 29 & 30 Vict. c. 39.

THE Abstract Accounts of the Receipt and Expenditure of the Moneys granted, or otherwise received and appropriated in the Department under the control and management of the Commissioners of Her Majesty's Works and Public Buildings, in the year ended 31st March 1867, have been transmitted to this Department, in pursuance of the 39th Section of the 14 & 15 Vict. c. 42, and the 22nd of the 29 & 30 Vict. c. 39, and I have to make the following observations upon them.

2. The Savings on Votes for the year 1865-66, amounting to £. 753,733. 15. 6., and the Balance of Extra Receipts on 31st March 1866, amounting to £. 4,915. 14. 9., have been surrendered to the Exchequer.

The Balance of Receipts in respect of Bethlehem Hospital (£. 1,223. 11. 2.), referred to in paragraph 7 of the Report of the late Commissioners for Auditing the Public Accounts, dated 22nd January 1867, and in the Treasury Minute of 11th February 1867, does not appear to have been paid into the Exchequer within the period of the Account now transmitted.

3. A sum of £. 8. 8. 6. for preparing the pedestals of the Nelson Column to receive the Lions thereon, is charged in the Account under consideration to the Vote "Public Buildings." As, however, there was a Special Vote "towards completing the Stylobate, &c. of the Nelson Column," the above payment would appear to come within the intention of that Vote, and to be chargeable thereon, instead of to the Vote "Public Buildings."

The whole sum of £. 6,000, voted for the "Nelson Column," having been expended, there will be an excess of expenditure on that Vote of £. 8. 8. 6.

4. A further sum of £. 35. 4. 9. for preparing the Chapter House at Westminster for the restorations, has likewise been charged to "Public Buildings." In accordance with the preceding observations, it would appear that this expenditure should have been charged to its proper Vote, viz., "Chapter House, Westminster." But as there is a saving on that Vote, the aggregate amount to be surrendered is not affected.

5. A Statement showing how far the Expenditure, as shown in the Account of the Commissioners of Her Majesty's Works, has fallen short of, or exceeded, the Grants of the year, is appended to this Report. From this Statement it appears that there are Savings on all the Votes, except one, amounting to £. 336,486. 15., and that on the other hand there is an excess of expenditure on the Vote "Salaries of Office" of £. 1,199. 14. 3. Adverting, however, to the observations contained in paragraph 3 of this Report, it follows that the Savings to be surrendered should be £. 236,495. 3. 6., and the deficiency to be provided for by Parliament, £. 1,208. 2. 9.

(signed) *W. Dunbar*,
Comptroller General of the Receipt and Issue of
Her Majesty's Exchequer,
and Auditor General of Public Accounts.

Exchequer and Audit Department,
13 January 1868.

STATEMENT of the AMOUNTS by which the EXPENDITURE of the COMMISSIONERS of HER MAJESTY'S WORKS and PUBLIC BUILDINGS in 1866-67 has fallen short of, or exceeded, the Grants for that Year.

Number of Vote.	HEAD OF SERVICE.	Statement of Commissioners of Works.		Statement of Comptroller and Auditor General.	
		Less than Voted.	More than Voted.	Less than Voted.	More than Voted.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.
Class 1.					
1	Royal Palaces - - - -	9 18 10	- -	9 18 10	—
3	Public Buildings - - - -	3,318 9 3	- -	^a 3,362 2 6	—
3	Furniture of Public Offices - -	4 16 2	- -	4 16 2	—
4	Royal Parks, Pleasure Gardens, &c. -	521 - 9	- -	521 - 9	—
5	Houses of Parliament - - - -	10,278 12 4	- -	10,278 12 4	—
6	British Embassy Houses, Paris and } Madrid - - - - - }	378 8 6	- -	378 8 6	—
8	Westminster Bridge - - - -	1,348 11 1	- -	1,348 11 1	—
9	New Foreign Office - - - -	8,501 18 2	- -	8,501 18 2	—
10	Public Offices Site - - - -	35,449 12 -	- -	35,449 12 -	—
11	Probate Court, London, and District } Registries - - - - - }	18,152 18 -	- -	18,152 18 -	—
12	Public Record Repository - - -	5,569 13 -	- -	5,569 13 -	—
13	Nelson Column - - - -	- -	- -	- -	^b 8 8 6
14	Patent Office - - - -	3,330 19 7	- -	3,330 19 7	—
16	National Gallery Enlargement - -	10,855 5 7	- -	10,855 5 7	—
17	University of London - - - -	10,746 11 6	- -	^a 10,746 11 6	—
18	Chapter House, Westminster - -	4,165 - -	- -	^c 4,129 15 3	—
33	Burlington House, Designs - -	—	—	—	—
34	Wellington Monument - - -	—	—	—	—
36	Roads, South Kensington - - -	- 10 9	- -	- 10 9	—
Class 2.					
12	Office of Works, Salaries, &c. - -	- -	1,199 14 3	- -	1,199 14 3
	Advances for New Courts of Justice -	223,854 9 6	- -	223,854 9 6	—
	TOTALS - - - £.	336,486 15 -	1,199 14 3	336,495 3 6	1,208 2 9

^a See Paragraphs 3 and 4 of Report of Comptroller and Auditor General.

^b See Paragraph 3 - - - ditto - - - ditto.

^c See Paragraph 4 - - - ditto - - - ditto.

COPY of TREASURY MINUTE, dated 14 February 1868, on the foregoing Report of the Comptroller and Auditor General.

My Lords have before them the Appropriation Account of the Grants for Services conducted by the Commissioners of Public Works and Buildings for the year 1866-67, with the Report of the Comptroller and Auditor General thereon.

It is stated in the Report that two Sums appear to have been incorrectly charged to the Vote for Public Buildings, instead of to other Votes specially applicable to the particular Services; viz., £. 8. 8. 6. for preparing the pedestals of the Nelson Column for the Lions, and £. 35. 4. 9. for preparing the Chapter House at Westminster for restoration.

The Grant for the Nelson Column, for 1866-67, only provided for payment (to Sir E. Landseer and Baron Marochetti) of the balance of the Contract for executing and placing the four Lions, and my Lords consider that the trifling additional amount of expenditure now referred to, may properly remain as charged in the Account.

The second sum alluded to should be stated as expenditure out of the Grant for the Chapter House at Westminster.

Direct the Paymaster General to pay the following sums into the Exchequer as savings on the respective Grants for the year 1866-67, being the amount of balances in his hands on account of those Grants:—

	£.	s.	d.
Royal Palaces - - - - -	-	9	18 10
British Embassy Houses, Paris and Madrid - - -	378	8	6
Westminster Bridge - - - - -	634	8	5
Public Record Repository - - - - -	3,149	13	-
Patent Office - - - - -	1,330	19	7
Roads, South Kensington - - - - -	-	10	9
Franklin Monument - - - - -	-	6	8
	£. 5,504	5	9

And let the following sums be surrendered out of Grants unissued from the Exchequer, as savings in respect of the same, for the year 1866-67:—

	£.	s.	d.
Public Buildings - - - - -	3,353	14	-
Furniture - - - - -	4	16	2
Royal Parks - - - - -	521	-	9
New Houses of Parliament - - - - -	10,278	12	4
Westminster Bridge - - - - -	714	2	8
New Foreign Office - - - - -	8,501	18	2
Public Offices Site - - - - -	35,449	12	-
Probate Court and Registries - - - - -	18,152	18	-
Public Record Repository - - - - -	2,420	-	-
Patent Office (Building) - - - - -	2,000	-	-
National Gallery Enlargement - - - - -	10,855	5	7
University of London (Building) - - - - -	10,746	11	6
Chapter House, Westminster - - - - -	4,129	15	3
Advances for New Courts of Justice - - - - -	223,854	9	6
	£. 330,982	15	11

Acquaint the Paymaster General.

Let a Vote for the excess of £. 1,199. 14. 3. beyond the Grant for Salaries, &c. of the Office of Works, be submitted to the House of Commons.

Transmit Copy of this Minute to the Commissioners of Works, and to the Comptroller and Auditor General.

Let the Account and Report, &c., and a copy of this Minute, be laid before the House of Commons.

WORKS AND PUBLIC BUILDINGS.

1866-67.

ABSTRACT ACCOUNTS of the RECEIPT and EXPENDITURE of the MONEYS Granted or otherwise Received and Appropriated in the Department under the Control or Management of the COMMISSIONERS of HER MAJESTY'S WORKS AND PUBLIC BUILDINGS, in the Year ended 31st March 1867; with the REPORT of the Comptroller and Auditor General thereon.

(Presented pursuant to Act 14 & 15 Vict. c. 42, s. 39.)

Ordered, by The House of Commons, to be Printed,
17 February 1868.

[Price 6d.]

82.

Under 8 oz.

